

Feb 27 '56

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NATIONAL FISHERMAN

FEBRUARY
1956

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Longer, Stronger Life for Columbian Manila Rope

You get THIS : instead of THIS



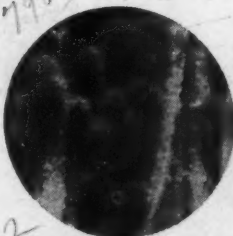
with Columbian's Amazing Anti-Rot Treatment...even after years of use!

Laboratory Tests Prove Power of Special Columbian Treatment



Microphoto of treated Manila fibres after 2-week incubation with green mold spores. Only original spores applied for test are present.

Microphoto of untreated fibres after same 2-week test shows jungle of spores whose "roots" feed on fibre, leaving it rotted, useless.



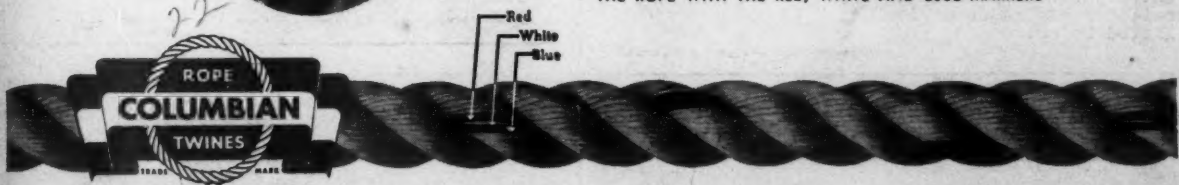
- For tough, resilient strength... the very best Manila fibres.
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- And now... for protection against decay-producing moisture... the new Columbian Anti-Rot Treatment that stops mold, mildew, fungi and decay bacteria cold!

Thousands of laboratory experiments tested the Columbian Anti-Rot Treatment for effectiveness against all types of cellulose-attacking organisms found in soil, air, fresh and salt water.

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THE ROPE WITH THE RED, WHITE AND BLUE MARKERS



The Engineer's Field Report

CASE HISTORY
*Chevron Pressure
PRODUCT Primer System*

*Allman-Hubble Tugboat Co.,
FIRM Hoquiam, Washington*

Priming System starts diesel on 1st or 2nd turn — saves batteries and eliminates fire hazard



COLD WEATHER STARTING is no problem aboard the Ranger, (above), 43-foot work boat operated by Allman-Hubble Tugboat Company in the Aberdeen-Hoquiam area. A small steel cartridge, charged with Chevron Priming Fuel, fires her 150 h.p. Caterpillar D-17000 power plant on the first or second turn—avoiding the usual long cranking period that exhausts batteries. Mr. Howard Hubble, skipper of the Ranger, is shown (right) inserting primer cartridge in Chevron Pressure Primer Discharger mounted on engine. "This system," Captain Hubble says, "not only saves batteries, it gets away from the dangerous

practice of holding a rag soaked in starting fluid up to the breather cap. You get a safe, controlled charge, with no danger of fire or a cracked cylinder head caused by a racing engine." The Chevron Pressure Primer System is Coast Guard approved. It starts diesels in less than 10 seconds at -50°F.

FREE FOLDER tells you more about Chevron Pressure Primer System and how to install it on different engines. Write or ask for it today.

FOR MORE INFORMATION about this or other petroleum products of any kind, or the name of your nearest distributor, write or call any of the companies listed below.



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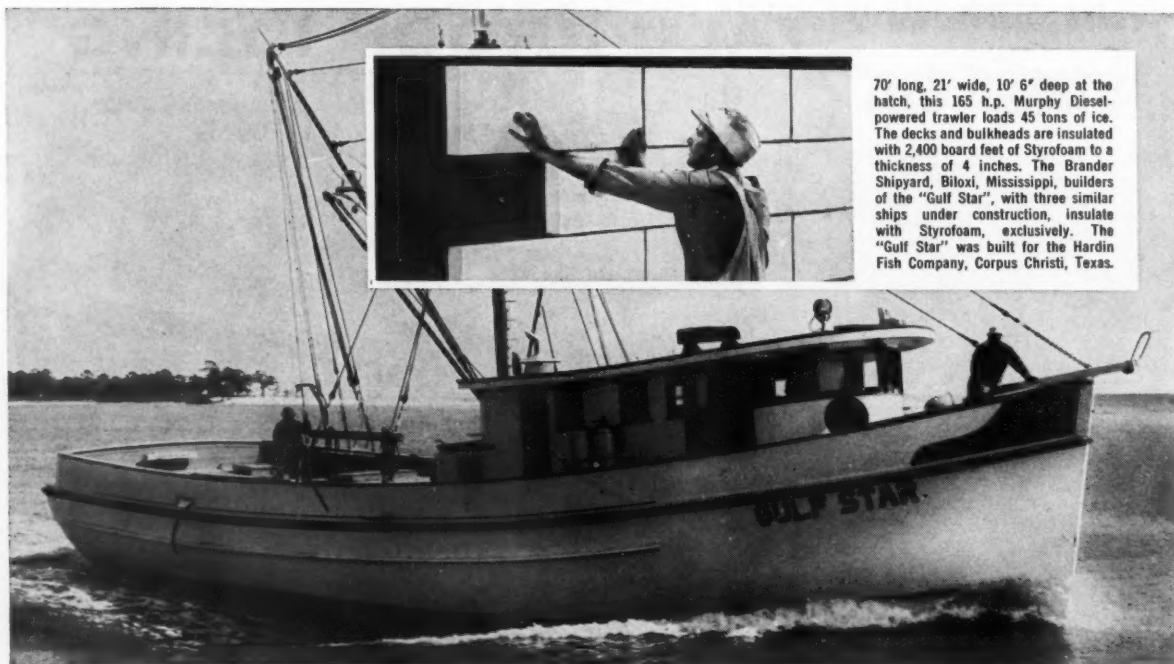
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- Ease of Installation • Long Service

Whatever your marine insulation project may be, investigate Styrofoam low-temperature board insulation. Laboratory tests and actual case histories have proved it to be the most nearly perfect low-temperature board insulation yet developed. For your Styrofoam data booklet, write to THE DOW CHEMICAL COMPANY, Plastics Sales, Midland, Michigan, PL 719J.

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NATIONAL FISHERMAN

The Fishing Industry Magazine
Formerly Atlantic Fisherman, Established 1919.

Wilson Fisheries Bill Needs Study

Much interest has been aroused in the fishing industry by the introduction of the Wilson Fisheries Bill H.R. 8001 by Congressman Wilson of California in January. Since then identical Bills have been introduced by 24 other Congressmen.

The Wilson Bill contains provisions to establish a National policy with respect to commercial fisheries; to establish the office of Assistant Secretary of Commerce for Commercial Fisheries, and define his functions, powers and responsibilities; to strengthen the commercial fisheries segment of the economy.

The Bill calls for the transfer to the Assistant Secretary of Fisheries in the Department of Commerce, the functions of the Fish & Wildlife Service of the Department of Interior relating to commercial fisheries. These include biological, oceanographic, meteorological, technological, economic and other scientific investigations, conservation management, foreign and economic activities.

Another section of the Bill states that the new Assistant Secretary shall establish, operate and maintain a program of loans for construction or reconstruction of fishing vessels, and for operating capital and facilities loans needed by fishermen's associations or cooperatives. He also would provide commodity loans to these groups, and emergency loans.

In addition, the Assistant Secretary could initiate action to protect the fishing industry against excessive imports. Where findings indicated that the domestic industry was being unduly jeopardized, the President could by proclamation impose duties not in excess of 50 percent ad valorem or set such import quotas as might be deemed necessary.

The Wilson Fisheries Bill reportedly has the support of certain fisheries organizations, while being opposed by others. Some of the groups

that are favorable feel that modifications in the Bill would be desirable.

As introduced, the Bill encompasses a wide field of Government activities related to the fisheries, and should be carefully studied. Undoubtedly it has some sound provisions, but it also contains features that have provoked considerable debate in the past.

For example, the transfer of commercial fishery activities from the Fish & Wildlife Service has been discussed before. At one time, there was considerable agitation to move these functions to the Department of Agriculture, where the fisheries would be in company with other food industries.

Actually there is considerable justification in having commercial fisheries in the Department of Interior because of their status as a natural resource. Problems dealing with fresh water spawning and pollution are related to land resources.

Another important consideration is whether it is feasible to completely divorce commercial fishing jurisdiction from sports fishing, when the two are closely allied in many cases.

While the Fish & Wildlife Service may have had its short-comings, the agency's research work in recent years has shown tremendous strides. With the availability of the Saltonstall-Kennedy funds, both its scientific and economic activities have received commendation by many members of the industry.

Before making any sweeping changes in Government relationships with the fisheries, it would be only prudent to take account of stock—find out what the industry would actually gain under the Wilson Bill that would be beneficial, and determine whether the same objectives could be obtained by strengthening the present framework of Government jurisdiction.

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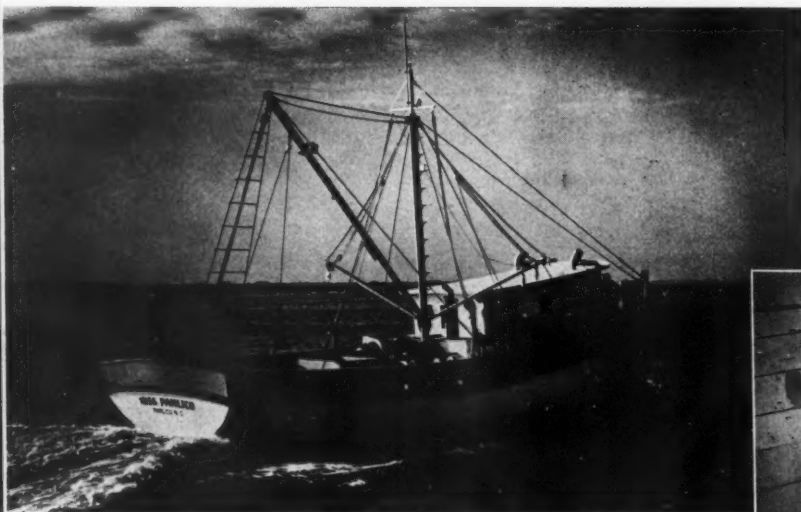
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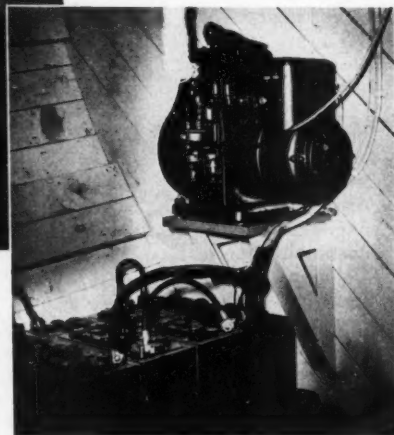
Capt. C. M. MUSE, Pamlico, No. Carolina

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K-ting rope is a pip,
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FEBRUARY, 1956 - NATIONAL FISHERMAN

FISHERY PROGRESS

Economic • Legislative • Technical

1955 fish catch in United States and Alaska was estimated at 4,600,000,000 pounds, or 2 percent below that of 1954. Money paid fishermen for delivered catch was about 10 percent below \$360,000,000 paid last year.

Loss in value was due to sharp declines in catches of higher-priced fish, especially salmon, tuna and halibut. However, decline in volume of these fish was compensated to great extent by increases in catches of lower-priced whiting and Alaska herring, and a record catch of menhaden, which accounted for almost 40 percent of total United States and Alaska catch. There was a record production of fish meal and good production of fish oils.

The salmon catch was valued at \$24,000,000, or \$10,000,000 below that of 1954. Salmon landings in 1955 were 286,000,000 pounds, compared with 323,000,000 in 1954.

Production of fish sticks, a recently-created specialty, reached new high of between 65,000,000 and 70,000,000 pounds, compared with 50,000,000 for 1954. Maine sardine production of 1,300,000 cases was lowest since 1940 and well under last year's pack of 2,900,000 cases.

Shrimp catch for 1955 was slightly below that of previous year, and amount paid fishermen was somewhat less than \$70,000,000 paid in 1954. Shrimp is most valuable fishery in United States on basis of income to fishermen.

Halibut landings of 37,000,000 pounds were down six million from 1954 catch. This, added to decline in price, accounts for drop in value from \$8 million in 1954 to \$5.4 million in 1955.

Catch of tuna was about 20 percent less than 323,000,000 pounds taken in 1954. Value of tuna catch is estimated at \$35,000,000, compared with \$52,000,000 in 1954. During first 10 months of 1955, about 129,000,000 pounds of frozen tuna and nearly 42,000,000 pounds of canned tuna and tuna-like fishes were imported into United States. In same period in 1954, there were 111,000,000 pounds of frozen tuna and 41,000,000 pounds of canned tuna and tunalike fishes imported.

Tariff Commission investigation has been instituted to determine whether groundfish fillets are, as a result in whole or in part of duty or other customs treatment, being imported into United States in such increased quantities as to cause or threaten serious injury to domestic industry. The investigation is the result of an application made by Massachusetts Fisheries Association, Inc., and others.

Senators Kuchel of California and Magnuson of Washington have introduced S. Res 186. This directs United States Tariff Commission to make an investigation to determine whether, as a result of concession made to Japan binding duty-free treatment of fresh or frozen albacore tuna, this product is being imported into United States in such increased quantities as to cause or threaten serious injury to domestic industry.

Fish & Wildlife Service budget for fiscal year 1957, which begins July 1, 1956, includes request for \$1,180,800 for activities of Branch of Commercial Fisheries. No increases are contemplated in level of Branch activities under regular appropriations.

General projects and amount of funds budgeted to each is as follows: Exploratory Fishing and Gear Research, \$359,700; Fishery Technological Studies, \$295,900; Commercial Fishery Statistics, \$158,500; Commercial Fishery Economics, \$46,300; Fishery Market News Service, \$289,600; Fishery Statistics under Northwest Atlantic Fisheries Convention Act, \$30,800.

Educational and Market Development activities are financed entirely from \$3,000,000 provided annually for

this and other projects, under Saltonstall-Kennedy legislation.

Fishery exemption in Fair Labor Act would be wiped out under bill introduced by Congressman James Roosevelt of California. In commenting on his bill, Roosevelt stated: "The food-industries amendments would completely strike out the (fishery) exemption. As a result, the \$1.00 minimum wage and 40-hour week would be brought to this industry."

Technical training for fishermen, as provided under Payne Bill, is being supported by New England Fisheries Committee. This group, which is comprised of representatives from major New England fishing ports, met in Boston January 13 to marshal support for the legislation, which proposes an annual appropriation of \$550,000 to promote training of professional personnel needed in field of commercial fishing. The bill would authorize grants of Federal funds to public and non-profit colleges and universities and to high schools and vocational schools.

Generally steady markets for most major fishery products, with slight price increases for items which are in short supply, have been predicted by Fish & Wildlife Service for first quarter of 1956. Shrimp prices, which advanced unexpectedly during Fall months, will continue high through Lent. Supplies of oysters this season will be light, with the market strong and prices higher than they were a year ago.

California sardine pack showed an increase during 1955, but strong export demand which is in evidence enhances marketing prospects for the product. Storage holdings of halibut are down five million pounds, which indicates that there will be an increase in halibut prices.

While stocks of cod and haddock fillets, halibut, swordfish, shrimp, salt herring and some fresh-water fish are well below five-year average, there are plenty of flounder fillets, whiting, and spiny lobster tails. Prices on cod, haddock and ocean perch fillets will rise slightly and then steady. Fish stick supplies at present are ample, and prices are competitive.

Although canned salmon is short, there probably will be plenty of smoked salmon. The tuna supply is ample.

Annual Fish Week will be held October 29 to November 3, and will be known as the "Fish Parade". The dates were selected at meeting of an all-fisheries industry committee in Atlantic City, N. J. on January 21, during annual convention of National Cannery Association.

Headed by Harry A. Trimm, manager of fisheries section of Birds Eye, the committee voted to expand activities of Fish Parade, which proved so successful last October. It will be aim of group to develop a major selling season out of the Fall period, through Fish Parade promotion.

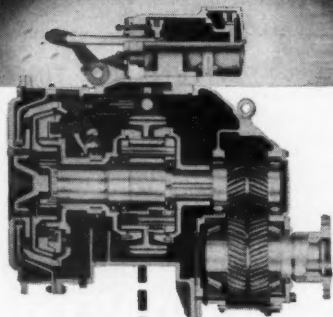
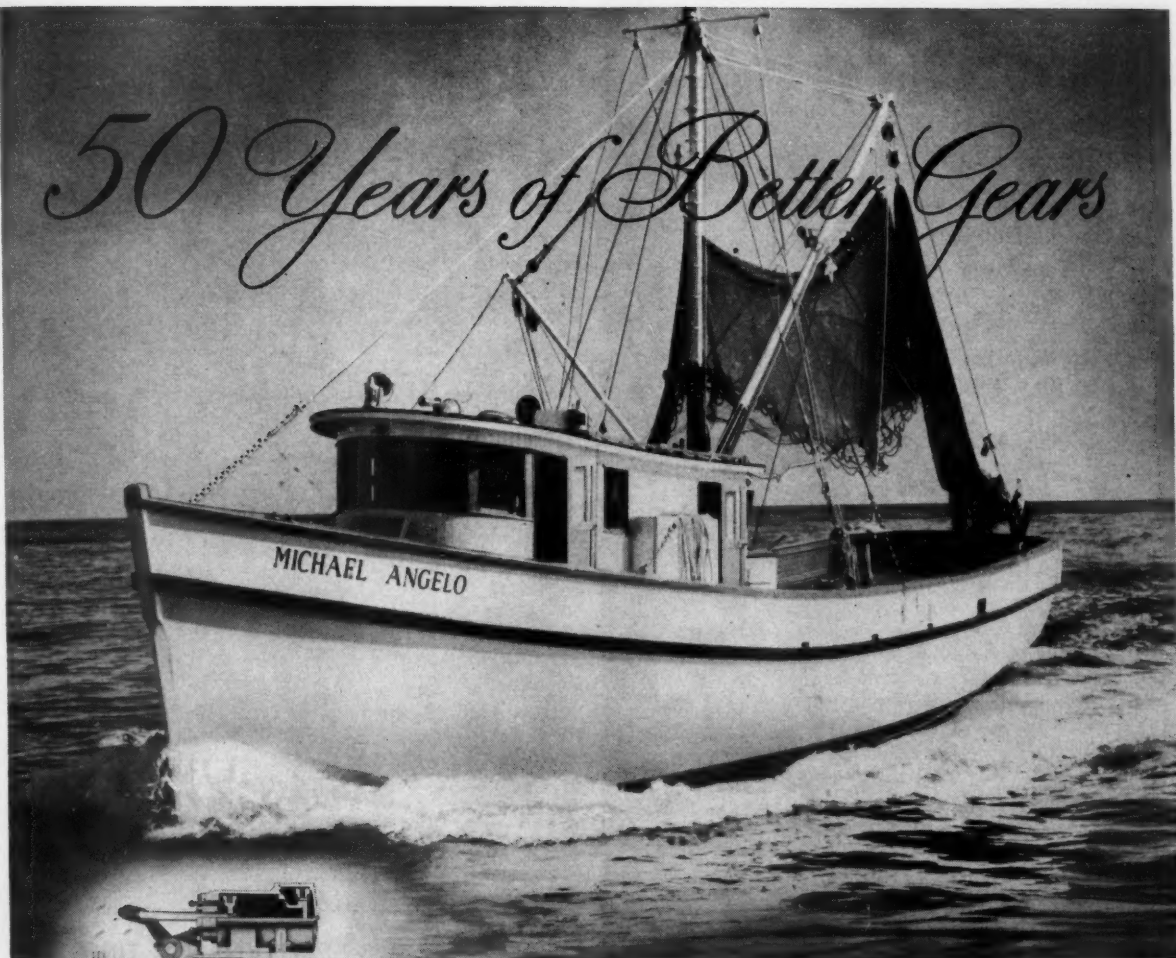
F. M. Bundy, president of Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass., was named chairman of the finance committee of Fish Week promotion.

Imports of groundfish fillets, including ocean perch, during 1955 amounted to 129.0 million pounds, which was a decrease of 6 percent from previous year. Canada, with 96.4 million pounds, led all other countries and accounted for 75 percent of total United States groundfish fillet imports, followed by Iceland, with 19.9 million pounds.

Expansion of Technology Division of N. F. I. (National Fisheries Institute) has been announced, and the Division will start a program aimed at improving general quality of fresh fish reaching the consumer and processor.

Two new men have been added to the Technology Division staff, including Frank Leahy, who comes from San Francisco Bay area, where he has been processing and packing his own brand of seafood dinners; and Dean Melish, who comes from Boston and the Trident Sales Co.

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FEBRUARY, 1956 - NATIONAL FISHERMAN

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GM DIESEL

CASE HISTORY No. 548-88

BOAT AND OWNER: 40-foot shallow-water shrimp, MITCHELL, owned and operated by Rouquette and Wendell, Fulton, Texas.

INSTALLATION: GM "4-51" Detroit Diesel replaced gasoline engine. Swings 24" x 16" wheel through 2½ to 1 reduction.

PERFORMANCE: Fuel costs cut 50% by switch from gasoline to GM Detroit Diesel power. Cruising speed increased more than 2 knots. This easier-starting Diesel has also reduced fire hazard aboard ship. GM Detroit Diesel performance was so good, owner converted second boat from gasoline to GM Diesel.

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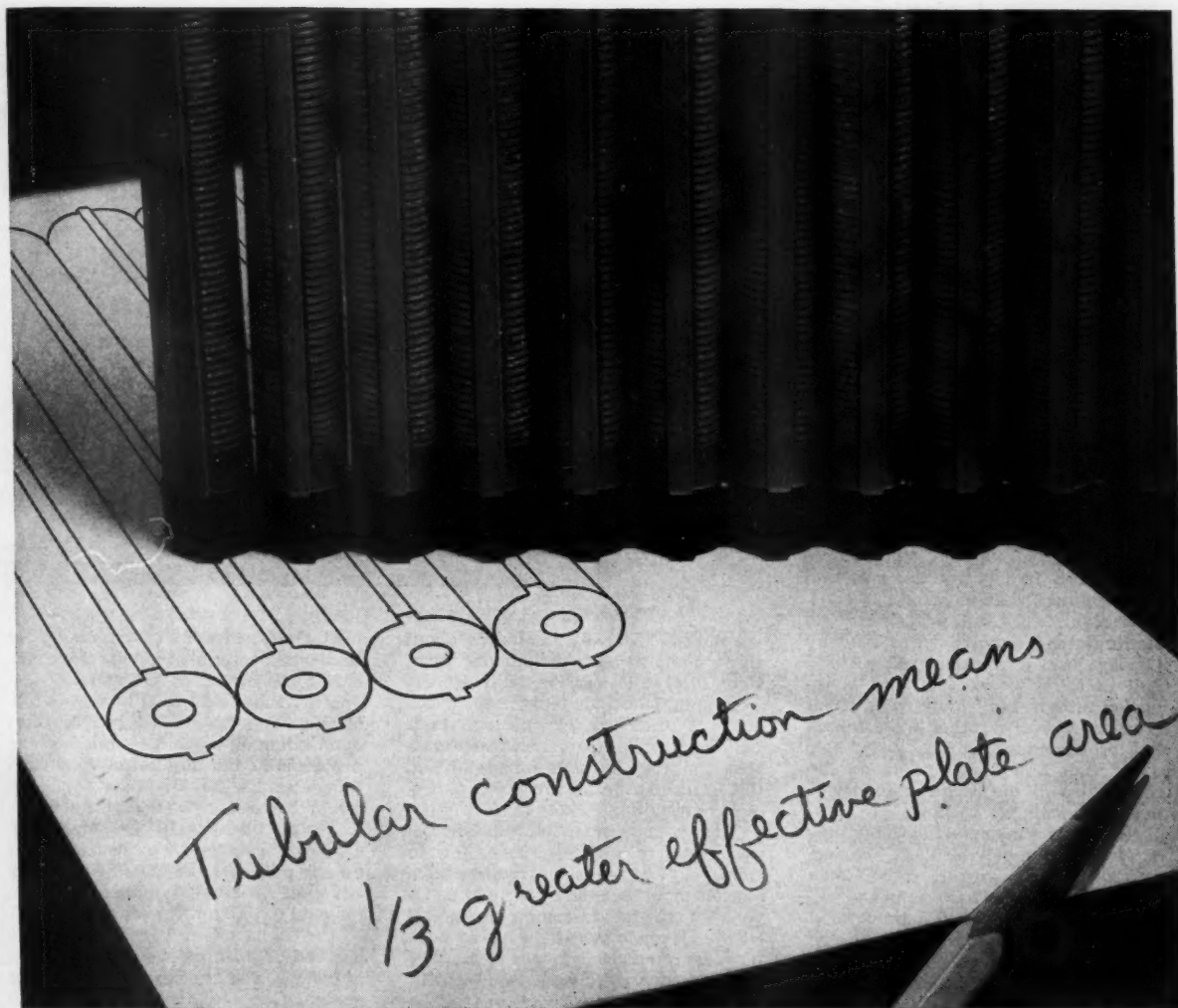
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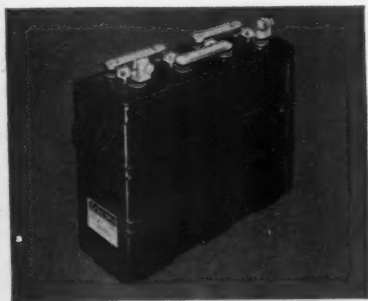
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In use, this unique design feature means that more active material is exposed to electrolyte for a given size battery. It means the battery can provide power to spare for peak loads as well as a dependable source of continuous power.

Only Exide-Ironclad Batteries have this advantage. Be sure to specify them when you order—for either new equipment or for replacement. Exide Industrial Division, The Electric Storage Battery Company, Phila. 2, Pa.

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his "hobby"...

Fishing and building
ships his business...

Meet Maine's **HARVEY GAMAGE**

It's a good many years now that Harvey Gamage, master shipbuilder and commercial fisherman, has been a familiar figure in South Bristol, Maine. He should be, for the townspeople there lived largely by the sea, and Gamage more than most.

Recognized as a top authority on fishing-craft construction, Harvey Gamage is now working on his 195th hull in thirty years. His yard is reported to have built more commercial draggers than any other from Maine to Florida, and for years his own *Eagle* was "High Liner" up and down the coast. Also in the record category is the 92-ft. scollaper he built.

How does a man start building fishing craft? Strangely enough, Gamage started building yachts, rather than commercial boats. That was in December of 1924, when, with a small shop on a 35 x 100 ft. lot and \$225 — "every nickel I had" — he got his first order. "Everybody thought I was out of my head," he says now — "and I guess I was. Two feet of snow and nothing around but an open field. Then John Alden wired me to build two Friend-



ship sloops. Today the draggers we build bring a minimum of \$100,000 each, depending of course on equipment and construction details."

A big, weatherworn man, Harvey Gamage speaks with the reticence of the born "down-Easter." The highest praise of any boat he knows is "sea-

worthiness." Usually he builds about three boats a year, though one year, right after the war, he built eleven, averaging 70 ft. in length. With the start of the war his pleasure-craft building turned to minesweeper construction for the government — and this in turn led to his present commercial contracting.

There's no comparison between the two types of building, according to Gamage. "With a yacht, if you're off a quarter of an inch the owner will make you re-do the job. In commercial building there's much more leeway," he says. "Owners often ask us to put in 'another frame or two' while she's under construction — and many of 'em start to grow after I start in on 'em." This difference can be seen in his record 117-ft. dragger, originally designed for 95 ft., as compared with his wartime minesweepers which didn't vary by more than an inch.

The other love of Gamage's life is fishing. He operates three vessels of his own out of port — the *Eagle*, after sole and haddock; the *Pocahontas*, after scallops; and the *Wawenock*, after red fish. The largest, the *Wawenock*, can carry 260,000 lbs. of fish in her holds.

But it's a "hard proposition, too," he says. "For one reason or another, fish are being driven further out to sea. Trips are much longer, prices at Boston fluctuate violently, owners and crews are losing money from lack of fish and competition from Canada, Nova Scotia and Iceland. Something is going to happen soon." Shipbuilding costs are four times what they were ten years ago, and insurance rates are at an all-time

high. Gamage has no easy remedy, but thinks some form of government subsidy to fisherman is inevitable.

His hobby, believe it or not, is lobstering. This he started twelve years ago, finding that it took his mind off the problems of the day better than anything else. He still tends the pots, winter and summer, whenever he wants to get off by himself. "Out there I'm all alone, nobody to bother me. Pull up one pot — maybe there's something — maybe nothin' — but there's always the next to pull up. It keeps me going."

The Gamage family includes six girls and one boy. Three of the children are in college, and though his son is only twelve, Gamage hopes some day to hand the business over to him.

Why did he start his business? "I never was happy working for anybody else," he says. "I guess I've had most of the odd jobs around at one time or another, including carpentry and chopping wood at \$1.25 a cord. But nothing seemed right till I started making ships. Guess I'll stick with it."

It certainly looks that way from here. In the past ten years, Harvey Gamage has taken a total of two weeks for vacation.

The Pettit Paint Company is proud to print this story of an outstanding American in the fishing industry.

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Young Fishermen's Schools in Norway

Operated by State, offer courses for captains, cooks and engineers—By Leslie W. Scattergood

NORWAY, which is one of the world's major fish-producing nations, also leads, along with Japan, in technical training of her fishermen. Other nations, such as Canada, England, Holland and the United States have schools or training courses in fisheries, but they do not provide the extensive education that is available in Norway or Japan. The former country is of particular interest to us because her economy and culture are more similar to ours than those of Japan.

Fisheries education varies markedly throughout the world. It is available at many different levels—in grade or high schools, in universities (for both undergraduates and graduates), as extension courses or brief training sessions for fishermen and other production workers. The courses last from a few weeks to several or more years. Some of the courses are concerned with only an introduction to the practical aspects of the fishing industry, while others involve long and intensive studies in basic biological, engineering and economic sciences.

In the United States, the most comprehensive fishery training is given at the University of Washington's School of Fisheries in Seattle, where a four-year course leads to a bachelor's degree and graduate study may be pursued for master's and doctor's degrees. Graduates of the University are trained primarily as fishery biologists or fishery products technologists.

In this country there seems to be a lack of fishery education below the university level, so that fishermen or fish-processing employees in general have no access to organized training that would lead to a better understanding of the work they perform.

Fisheries Are Important Industry in Norway

When the fisheries of a country are one of the principal industries and the proper functioning of the economy is



CLASS OF INSTRUCTION IN NAVIGATION at the fishery school in Laksevaag, Norway.

dependent to a large degree on the success of fishing, then the need for fishery schools is obvious. Such is the case in Norway.

No longer are the Norwegian fisheries carried on by small boats operating inshore; the fishing vessels are now larger, carry more complex instruments, and regularly have trips lasting months. Large vessels not only operate their fishing gear on the offshore Norwegian banks, in the North Sea, off the Shetland Islands, the Faeroes, and Iceland, but also roam over great expanses of the North Atlantic, from Arctic regions of the Barents Sea, Spitzbergen, and Jan Mayen to the Gulf of St. Lawrence, the Grand Banks of Newfoundland, and West Greenland.

Experienced personnel are needed to operate these ships. While working on a vessel, the fisherman cannot easily learn about such matters as the complexities of engine repair and operation, navigation, and electronic devices. It is simpler that he go to a school where he can be given not only the technical training, but also instruction in subjects that will provide him with a better understanding of his work.

State Fisheries Schools

There are many types of fishing instruction available for fishermen and fish processors in Norway. Some are short extension courses of a few weeks that serve to demonstrate new techniques and new equipment. The most thorough training is perhaps that given in the State fisheries school system that was founded in 1939 and is operated by the Norwegian Fisheries Department.

Five State fisheries schools have been established in Norway—at Laksevaag near Bergen, Florø, Aukra, Bodo, and Honningsvaag. Over 100 students a year attend the schools, and may specialize in one of three different types of training. They may wish to be fishing boat skippers, fishing boat engineers, or cooks.

(Continued on page 28)



NORWEGIAN SUMMER-HERRING GILL NET VESSEL off Iceland. About 300 of these ships catch fat herring in the Summer off the Faeroes, Iceland, and Jan Mayen. The herring are salted in barrels aboard the ship. Some empty barrels are carried on the stern.

Aid for Shrimpers Disabled off Mexico

Discussed in Brownsville at sixth annual convention of Texas Shrimp Association



Morgan Daniel (right), member of the Board of Directors, presents a watch to outgoing President Norvell Jackson of the Texas Shrimp Association. Next to Mr. Jackson is Sydney Herndon, new president of the Association. Others are N. A. Hardee, Jr., vice-president; and John Santos Carinhas, Jr., secretary.

THE newly-developed program for assisting member boats disabled in Mexican waters received considerable attention at the sixth annual convention of the Texas Shrimp Association, held January 14 and 15 in Brownsville. The emergency assistance plan was explained to the shrimp boat owners and dealers who were present by Manuel Sanchez, head of the Shrimp Association of the Americas, of which the Texas organization is one of three sectional units.

Under the program, the Shrimp Association of the Americas has a representative who is a resident of each Mexican Gulf port, and there is a fixed scale of prices for specific services performed by Mexicans on United States shrimp boats. Each member trawler will carry an insignia painted prominently on its bow, indicating membership in one of the three basic associations and the Shrimp Association of the Americas. Each boat also will carry papers identifying it as the property of an Association member.

When a trawler runs into trouble and must have emergency service, whether for the boat itself or in case of sickness of a crewman, the captain sails into the nearest Mexican port and contacts the Association representative there. The representative then contacts Mexico City, where Zygmunt Warren, Association member and chairman of the committee set up for handling the emergency program, immediately authorizes whatever services are to be rendered and pays for them out of a revolving fund of \$1,000, set up by the Association. The boat owner receiving the services then compensates the revolving fund for the sum spent on his boat.

Since setting up the operation and establishing price

schedules, emergency services cost from 50 to 80 percent less than formerly, it was pointed out, and clearance out of port has been speeded up greatly.

Progress Toward Forming Insurance Pool

The Texas Shrimp Association some time ago appointed a committee, headed by Walter Godfrey of Brownsville, to investigate the practicality of forming a mutual insurance pool to cover boats of Association members. Mr. Godfrey reported progress on the plan, but said that he deemed it advisable to delay temporarily in making formal application for a charter. It was pointed out that because of the increase in insurance rates and the confusion as to coverage, particularly in Mexican waters, such a program is sorely needed.

Dr. Richard Kahn of the Fish and Wildlife Service explained findings of the Neilsen survey covering shrimp sales and merchandising experiments. A discussion of the findings brought out that the industry needs greater variety of shrimp on sale at the average retail outlet, as well as more outlets.

Virgil Versaggi, chairman of the Advertising Committee, reported continued progress with the advertising program. He gave figures to show that shrimp sold at an average of 58 cents per pound during the year prior to launching of the advertising program of the Shrimp Association of the Americas, whereas the price has averaged 66 cents per pound for the four years since the program began.

Murray Wheeler, who is director of public relations for the National Fisheries Institute and supervises the shrimp

(Continued on page 42)



Some of the shrimp boat owners and shrimp packers in attendance at the recent annual convention of the Texas Shrimp Association.

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Fishing boats in harbor at Monterey, Calif., with fish canneries in the background.

Improvement in California Sardine Production

Believed to be result of warmer water in Spring and related widespread spawning

WIDE spawning of sardines off southern California may depend largely on the right water temperature at the right time of year, according to scientists working under the California Cooperative Oceanic Fisheries Investigations. And if the sardines come to southern California to spawn, they may remain there (or return) to be caught.

This theory has been advanced several times, but it never has been possible to nail it down before. For five years (1949-53) ocean temperatures off the coast of California varied so little from year to year that oceanographers would have had to concede that if fish were responding to these slight differences, they were more acute than the scientists' most sensitive measuring instruments.

Then early in 1954, ocean conditions changed. The first evidence of the change came from charts of surface temperatures, which are plotted up after research cruises. They showed a consistent warming of the water off southern California in the Spring months. Now it is known that warming extended throughout a layer of water at least 300 feet deep.

Second evidence of changing conditions came as plankton collections were sorted. Sardine eggs and larvae turned up from regions where none had been found in the past two years.

In July of 1954, fishermen reported schools of adult sardines around the Channel Islands, and large schools were seen from the air near Hueneme. The opening of the southern California season, on October 1, 1954, found the fish available in numbers not seen since 1951-52. More than 60,000 tons were caught, which was many times the previous season's catch.

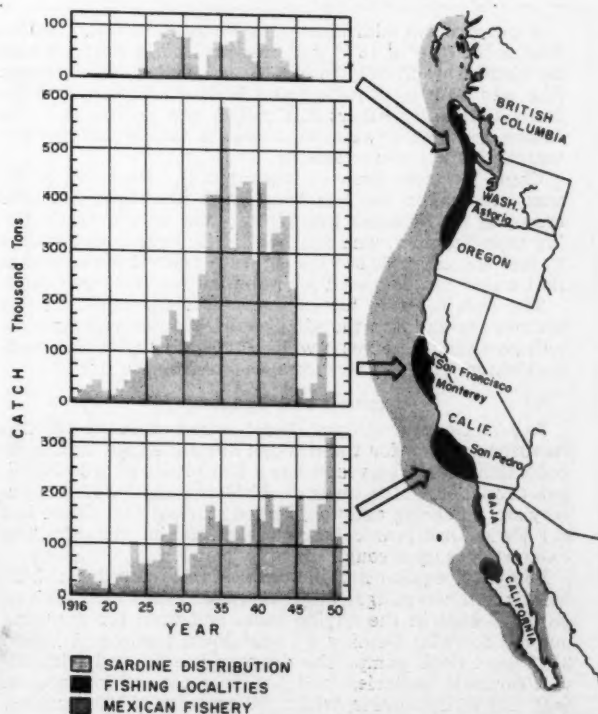
These sardines were not members of a large, new year-class. Age composition studies showed that the 1952 and 1951 year-classes contributed about a third each. Of the remainder, the 1948 year-class produced one-third. These 1948 fish were surprisingly small. They were the "little, old" fish that usually appear in only insignificant numbers off southern California. They are fish that were spawned and spent their first years off Baja California.

This season's sardine catch in California, through January 9, totalled 72,664 tons, or 9% more than a year ago. While this is not a large production, judging by standards of the years before the fish staged their "disappearing

act", it represents a considerable improvement over the light catches made in the 1952-53 and 1953-54 seasons.

Scientists working under the California Cooperative Oceanic Fisheries Investigations now seek to determine whether other aspects of the ocean changed as strikingly as did temperature in 1954, or if the food supply of the sardines changed. Without research, the revival of the sardine industry in southern California would have been almost impossible to explain. Now it seems possible that the data will be on hand to interpret several aspects of fluctuations in sardine populations and perhaps other fish

(Continued on page 32)



Distribution, fishing areas and catch of the Pacific sardine, 1916-17 through 1951-52 seasons. Distribution is shown by light areas, fishing localities are the dark areas, and catch for each area is shown in the graph.



DESIGNED FOR TRASH FISHING, the 62'4" dragger "Bob 'n Barry" is owned by Capt. Carl C. Westcott of Great Island, Narragansett, R. I. She was built by Newbert and Wallace, Thomaston, Me., and is powered with a 6-71 General Motors Diesel.

Dragger "Bob 'n Barry" Can Pump out Trash Fish Catch

Among recent additions to the Point Judith, R. I. fishing fleet is the 62'4" x 16'6" x 9' dragger *Bob 'n Barry*, owned by Capt. Carl C. Westcott of Great Island, Narragansett. She was built by Newbert and Wallace, Thomaston, Me., from designs by Albert E. Condon, and is similar to the *Roann*, except for two more frames in the fish hold section which give her more capacity.

Capt. Westcott formerly operated the *Ruth W.*, which was wrecked in the hurricane. His new boat has been dragging for food fish this Winter, and will go trash fishing next Summer. The fish hold is 17' long with depth of 8', and can carry 80,000 lbs. of trash fish. It is caulked so that water can be added for pumping out the trash catch.

The *Bob 'n Barry* has bunks for 8 men, including 6 in the fo'c's'le and 2 in the after cabin, but her regular crew will be 4 men. She has a well-fitted galley with Shipmate coal range. There is an escape hatch over the fo'c's'le.

Engine Room Equipment

A 6-71 General Motors Diesel, which is rated 165 hp., furnishes power for the dragger through 4.5:1 hydraulic reduction gear. The vessel has a five blade, 48 x 34 Michigan propeller which turns on 3" Monel shaft with Hathaway stern bearing and flax packed stuffing box. There is a 3:1 Twin Disc power take-off and Maxim silencer. The exhaust goes up through the after house.

Pumping equipment includes Marine Products 2½" belt-driven centrifugal bilge pump, Jabsco 1" belt-driven pump located in the engine room and used for pumping out the fo'c's'le; Deming 2" washdown pump and Edson-2½" hand deck pump. The dragger is equipped with 32-volt Surrrette batteries, and has four fuel tanks, two on each side of the engine, with total capacity of 1500 gallons. The galvanized fresh water tank holds 350 gallons.

The *Bob 'n Barry* has 7" Ritchie compass, 35-watt Apeldo radiotelephone, Bendix DR-12 depth indicator and Loran. Her winch is a Hathaway, and steering gear is of Edson manufacture. Esso lubricating oil is used.

Better Conservation Methods Are Sought by Lobstermen's Association in Maine

THE Maine Lobstermen's Association is a group of independent lobstermen who have banded together for the purpose of improving conditions in the lobster industry. The organization has a membership of 2000 licensed lobstermen, and it is hoped that eventually it will include all the licensed lobstermen in Maine. Leslie Dyer of Vinalhaven is president of the Association.

The organization is working with similar groups in other lobster-producing States of New England, to promote better cooperation among the lobstermen and improve methods of conservation, transportation and distribution of their product. One matter under consideration is the establishment of a uniform legal lobster measure for the entire lobster industry of the United States and Canada.

Based on many years of experience among lobstermen in Maine, it is believed that the State's "double gauge" law is a good conservation measure. Under this regulation, Maine lobstermen liberate all lobsters they catch which are over five inches carapace measure. It is believed that these large-size lobsters are the real breeders.

All egg-bearing lobsters are liberated by the Maine lobstermen, and a V notch is cut in the middle flipper of the tail to mark them as seeders. Possession or sale of these seeders is illegal, even when not in the egg-bearing stage. It is rare to catch an egg-bearing or seeder lobster in Maine waters weighing less than 1¼ pounds. Most of the seeders are the large or jumbo lobsters, which seems to prove that the big liberated lobsters are the breeders.

Lobster Dragging

Dragging for lobsters offshore is of vital concern to the New England lobstermen. The greatest volume of these offshore lobsters caught by dragging are jumbos or over-size lobsters. It is considered to be quite probable that the supply of lobsters along the coast is determined by the movement of lobster fry from the areas being dragged.

The Maine Lobstermen's Association, with the support of the Maine Department of Sea and Shore Fisheries, is asking the U. S. Fish and Wildlife Service to make a study of the movement of lobster fry, to determine if the small lobsters move toward the shore from the dragging grounds off the coast.

The Lobstermen's Association plans to propose legislation in Maine to require that all lobster meat imported into the State conform to the legal standard of measure under which Maine lobstermen are required to operate.

Market Promotion

With the total lobster production of New England, including imports from Canada, at approximately 70,000,000 pounds annually, and with proper market promotion to reach over 100,000,000 people, the Maine Lobstermen's Association believes there never should be an oversupply of lobsters.

New methods have been developed which make it possible to keep lobsters alive for long periods far from the ocean, in water tanks containing manufactured salt water. By using this method, lobsters can be shipped in large quantities to distribution centers, thereby reducing the cost of transportation. The Maine Lobstermen's Association believes that the extra profit from the reduced cost of distribution should go to the lobstermen.

Maine lobstermen are proud of their heritage. Theirs is an independence of action in the operation of their industry, and the Maine Lobstermen's Association is determined to protect and preserve that independence.

Mechanical Net Lifters Speed Fishing Operations

Give gill netters increased output per boat;
also advantageous in hook and line fishing

By Fred D. Mosher*

DOWN through the years commercial fishing has evolved slowly from a completely manual operation to the point of partial mechanization. Handling of fishing gear by mechanical means has the advantage of reducing hand labor, increasing production and enabling the fishermen to perform tasks otherwise difficult or almost impossible.

Nevertheless, many types of fishing gear used in this country are still either wholly or partially manually handled. For example, where hook line or gill nets are used, considerable hand labor is practiced in many areas.

But on the Great Lakes gill netters have been converted almost entirely to mechanical net handling for many years. By the end of 1955, more than 95% of all gill nets on the Great Lakes were being handled by mechanical net lifters. Production per boat has increased two to three times and more, and larger nets are handled. During the past few years mechanical net lifting has extended rapidly to Lake Winnipeg in Canada, where more boats are being equipped each year.

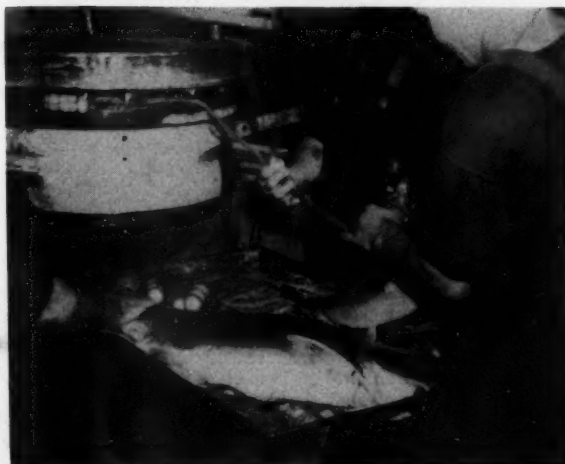
Early Net Lifters Were Driven by Steam

The first actual use of net lifters goes back to the turn of the century, when steam-driven net lifters were installed on a number of boats. These machines were bulky and heavy with many moving parts, and as such were considered a major piece of equipment. They were used only on the larger boats.

Modern net lifters now in use in many areas of the United States, and particularly on the Great Lakes, are equipped with an independent drive featuring a compact, air-cooled engine which uses regular gasoline as fuel. Construction is lightweight, and the net lifters are designed to operate under all weather conditions and regardless of boat speeds. Maximum horsepower used in operating these net lifters does not exceed eight. The largest lifters weigh approximately 1100 lbs., but net lifters weighing about 700 lbs. are used on the smaller boats of 20 to 30 feet in length.

In modern net lifters, the line or net is brought inboard over a roller at the rail, and is placed in a groove of a rotating head. This head rotating inboard grasps the line with spring loaded, cam actuated grips. The action draws

* Mr. Mosher is president of the Crossley Co., Erie, Pa., manufacturers of mechanical net lifters.



A commercial fishing crew operating a Crossley gill net lifter in waters of Lake Superior.

the net, fish and corks or floats over the roller and through a pan that partially encircles the rotating head. After pulling the net, fish, and other gear to a point just beyond the pan, the grips open automatically and drop the netting, fish and gear into a fish or net box.

Hauling Speeds May Be Adjusted

Mechanical net lifting is a continuous process which proceeds until all netting is hauled. Speeds of hauling range from 90 to 270 ft. per minute. Hauling speeds may (Continued on page 33)

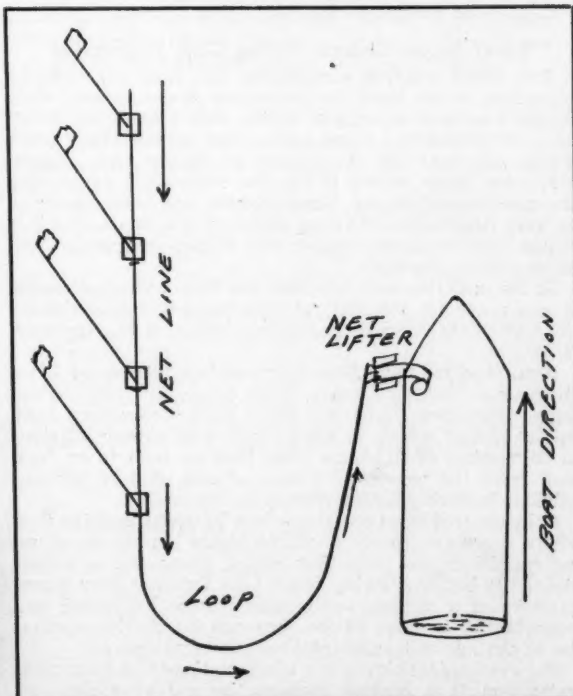
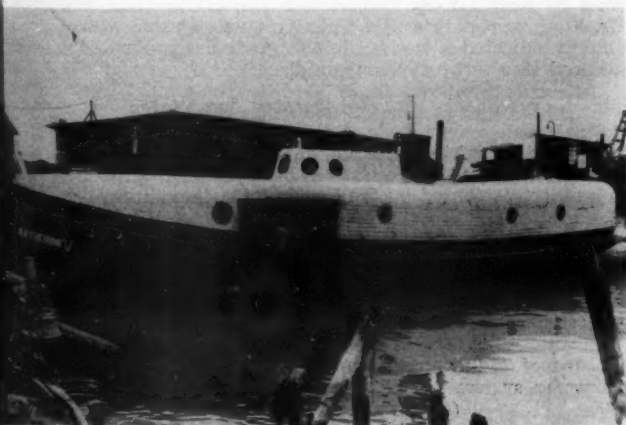


Diagram of gill net lifting with loop system, in which boat is operated parallel to the set. At left, typical Great Lakes gill netter, the 53' "Katherine V.", owned by C. A. Vogelheim Fishery, Rogers City, Mich. She is powered with Kahlenberg Diesel, and her net lifter can be seen through opening on port side of boat.



New Fishing Gear Described at Canadian Meeting

Mid-water herring trawl, mechanized clam digger and better handling of fish aboard ship are discussed by researchers

A mid-water trawl which can be towed at higher speed and catch faster-moving fish may result from experiments conducted last year on a new type of net for Pacific herring fishing. Dr. A. W. H. Needler, director of the Pacific Biological Station, outlined the development of the newly-constructed trawl for herring, at the annual meeting of the Fisheries Research Board of Canada in Ottawa early last month.

The net is made almost entirely of nylon twine and rope instead of cotton, which reduces resistance of the net in the water. The otter boards used to spread the mouth of the net are of a new design and suspended in a new manner.

The gear was found to be most effective at night, and numerous catches of 10 to 35 tons of herring were made in 15 to 20 minute tows at depths from 15 to 35 fathoms. During later experiments with daylight tows, catches, ranging from 5 to 15 tons, were made in tows of about 30 minutes' duration on schools at depths of 30 to 50 fathoms, below the normal fishing range of the purse-seine.

The larger catches were made with an improved trawl with shorter body section, less netting, improved hanging of the netting and hydroplane elevators on the wings. These modifications permitted more water to pass through the forward section of the trawl, giving slight increased towing speed of the net.

The greatest success was achieved when this net was fitted with the conventional otter boards to operate on the sea-bottom, with net itself fishing about two fathoms above the bottom. Catches ranging from 20 to 75 tons of herring were made in tows of 20 to 30 minutes at depths from 40 to 55 fathoms during the daylight hours. The net is particularly well adapted to conditions along the lower east coast of Vancouver Island.

Power Digger Reduces Young Clam Destruction

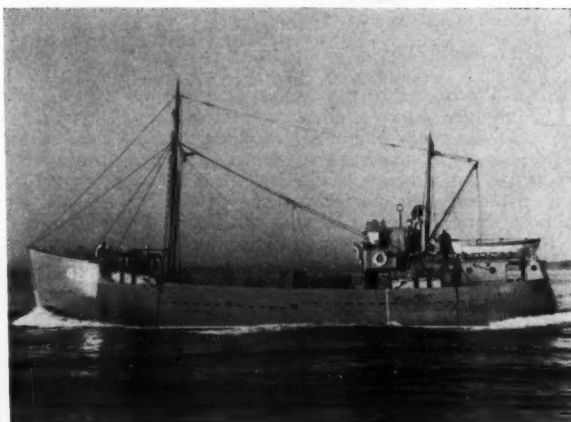
The trend towards automation has now reached the clam flats of the Maritime Provinces. A mechanized clam digger has been developed which may eventually eliminate, or reduce to a large extent, the backbreaking work which has been the traditional lot of the clam digger. However, labor saving is not the reason for developing the mechanized digger. Hand digging has been shown to be very destructive of young clams on the beach, and it is hoped that the power digger will reduce destruction and allow culture methods.

So far only one such machine has been built in Canada. It was made for the Federal Department of Fisheries by the staff of the Atlantic Biological Station at St. Andrews, N. B.

Results so far have been encouraging. In tests at Clam Harbour in Halifax County, Nova Scotia, the mechanized digger harvested clams to a depth of 14 inches from 1,200 square feet of bottom in one hour. It is 90 percent efficient in harvesting small clams from half an inch to an inch long from the upper six inches of soil, and 50 percent efficient in taking larger sizes.

In its present form the digger can be useful on high flats where there are plenty of young clams but where growing conditions are poor. The young clams can be transplanted to better growing areas. Last Summer over three-quarters of a million young clams were harvested and transplanted to beds where they can be studied so that the advantage of transplantation can be measured.

The mechanical digger is a scoop equipped in front with water jets. It is pushed through the soil by a shallow-draft boat. Clams loosened from the bottom by the jets enter the scoop and are carried up to the boat by an endless belt conveyor. The St. Andrews biological station is continuing its experiments, modifying the design of the digger to improve its efficiency in taking larger clams.



103' wooden dragger "Red Diamond II", owned by Booth Fisheries Corp., Petit De Grat, Nova Scotia, and skippered by Capt. Joseph Mayo. She carries 260,000 lbs. of groundfish and makes 11 knots. Her engine is a 550 bhp., 325 rpm., 13 x 16 Type JS8DR Cooper-Bessemer Diesel, swinging 78 x 46 propeller on 7" Monel shaft. She has 75 hp. HR1-600 Cummins Diesel winch engine driving 60 kw. generator, which operates a 75 hp. motor directly coupled to a WJ80 New England electric trawl winch. The vessel also has 110-volt Surrrette batteries, 16 hp. Lister Diesel auxiliary unit, 10 kw. "Safety" tail shaft generator, and RCA Fischlupe.

Wire Mesh Screen Panels for Fish Holds

Dr. H. Fougere, acting director of the Atlantic Fisheries Experimental Station, Halifax, N. S., reported that during the past year scientists from his station went to sea aboard fishing vessels to offer advice and try out new procedures on the handling and storing of fish on vessels.

In 1954, technologists at the station developed a principle which would help to keep fish in better condition aboard vessels at sea after being caught. It involved the use of wire mesh screens made up in panel form to fit around the pen walls in the hold of a fishing vessel. Dr. Fougere disclosed that the first large scale commercial application of the screens was made on a Newfoundland trawler last year.

The scientists have conducted classes to train officers on ways to carry out proper grading procedures of fish once it has been landed and when it has been processed for shipment to inland and foreign markets. Although some in the fish trade believe it impossible to grade fish, Dr. Fougere reported that tests with ten selected fishery officers indicated it was feasible to grade dressed haddock and cod into three different grades.

Experiments with Refrigerated Sea Water

Small scale experiments on the transportation and storage of fish in refrigerated sea water have proved so successful that a large scale test has been planned, according to a report presented by the Pacific Experimental Station at Vancouver.

Three tanks were fitted into a 60' fish packing vessel for the experiments last year. The vessel had a capacity of about 40,000 lbs. of fish. The sea water was circulated through the tanks by centrifugal pumps, and maintained at a temperature of 30 degrees Fahrenheit.

The quality of fish kept in the tanks was excellent, with appearance and firmness unusually good. The refrigerated sea water system is said to offer considerable improvement.

(Continued on page 44)

All-Nylon Purse Seine In Use on "Anthony M."

The eyes of the San Pedro, California, fishing fleet are concentrated on the purse seiner *Anthony M.*, which has been equipped with a Nylon purse seine, the first tuna net of all-Nylon webbing.

Owned by Missetich Brothers and skippered by Capt. Anton Missetich, the 117-foot vessel is said to be the world's largest purse seiner. With a capacity of 270 tons of tuna in brine and a crew of 12, she fishes the year-round, ranging as far South as Peru for her catch.

The new Nylon net is approximately 2460 feet long and 204 feet deep. It weighs 10,000 pounds and is reported to be the largest Nylon net ever made. The seine was manufactured by A. M. Starr Net Co., utilizing Dupont Nylon, twisted into twine by Brownell & Co. It has standard 4¼ inch mesh with 7¼ inch mesh on the borders.

A total of 4800 Spongex plastic seine floats hold up the top of the net, while a galvanized chain weights the lower end.

Of special interest to tuna men is the light weight of the Nylon net, which is almost three tons less than that of a similar size cotton thread seine; also its superior wearing qualities. To facilitate handling of the seine, the *Anthony M.* has been fitted with a Puretic hydraulic Power Block which will cut the time needed for laying and hauling the net, allow for the use of a larger net, and make possible more net lays per day.

With the power block, hauling in nets will take about 45 minutes as compared to two hours with conventional equipment. The time saving results from the crew being able to haul the net in continuously, whereas regular equipment limits crewmen to hauling in the nets by stages, according to the height of the boom.

The arrangements for the sale of the new fishing gear on the *Anthony M.* were made through the store owned and operated by the Fishermen's Cooperative Association of San Pedro, of which Mason Case is manager.



Top: Crewmen of the San Pedro seiner "Anthony M." laying out sections of the vessel's new Nylon purse seine. Bottom: A crew member attaches galvanized chain to lower end of the net; in the background another crewman attaches plastic floats to the topline.

British Columbia Seeking Off-Year Pink Salmon Runs

An experiment that fisheries experts hope eventually may double the catch of pink salmon off the British Columbia coast was conducted recently on a small tributary of the Fraser River near Hope, 100 miles east of Vancouver. The purpose of the work is to determine whether streams where the pink salmon normally spawn every other year can be made productive in what are now off-years.

The test in Jones Creek was a combined effort by the British Columbia Power Corporation, the Federal Department of Fisheries and the Fisheries Association of British Columbia. Representatives of both fish and power interests, whose conflicting questions of development must be reconciled in the next few years, believe this experiment also may show how their problems can be tackled.

Under the guidance of Federal fisheries scientists, the British Columbia Power Corporation, which has a dam above Jones Lake, spent about \$60,000 in preparation for the tests. An artificial channel 10' wide was built from a point half a mile from the mouth of Jones Creek, to empty into the Fraser River.

The channel, only a couple of feet deep, was filled with special gravel to give ideal spawning conditions, and to allow easy observation. Power engineers made arrangements to keep the flow of water constant, as a guard

against an extremely low, or possibly dry, period before the Spring run-off.

During the Summer, 2,606,000 pink salmon eggs were planted in the artificial stream. Of these, experts believe 2,140,000 hatched and perhaps 1,100,000 young fish actually reached the Fraser River, and ultimately the Pacific Ocean.

Probably half of these will die or be killed by predators before the pinks return in two years. Of those returning up the Fraser River, about half will be taken by fishermen and the balance will escape to spawn. If this experiment turns out two years from now to have been successful, it will show fisheries scientists that the artificial establishment of off-year salmon runs is a practical proposition.

Getting Salmon Past Dams

The experiment with the pink salmon is the first of its kind in the British Columbia region, where the problems of developing much-needed hydro power, and of keeping and expanding an important source of food, soon must be faced. There is hope that before a showdown comes, such as on the damming of the Fraser River itself, some further knowledge may have been gained on such questions as getting homing salmon past a hydro development, and of getting the fingerlings downstream unharmed.

During the past four years, increasing amounts have been spent on research by the Canadian Government, hydro companies and fisheries interests. The Jones Creek test is one segment of a growing program of experimentation.



THIRD GENERATION GOODRICH to be affiliated with the fishing industry is Henry, Jr., who recently joined the staff of the Santa Cruz cannery at Moss Landing, Calif., as assistant to Joe Olivieri, president and general manager. Henry's grandfather, Charles F. Goodrich, was president of Todd Fisheries in Victoria, B. C. until a few years ago. His father, Henry, Sr., was Oregon manager of New England Fish Co. in Astoria until 1952, when he became vice-president and Eastern Representative of the Company in New York City.

Oregon Attempting to Rebuild Runs of Silver Salmon

In an attempt to rebuild runs of silver salmon in eastern Oregon streams, 500,000 eggs of early run silver salmon were obtained last month from the Washington Department of Fisheries. They will be reared in the Bonneville hatchery, and when they reach the length of 7-8 inches in April or May of 1957, will be liberated in eastern Oregon streams such as the John Day River.

Silver salmon runs formerly inhabited streams of eastern Oregon, but they were almost completely eliminated by various water use projects. Many of the streams have now been made suitable for silvers.

Washington received 500,000 late run silver salmon eggs from the Big Creek hatchery in Oregon last month. They will be reared at the Elokomina hatchery on a tributary of the Columbia River. Upon reaching a desired size, the fish will be liberated in a tributary of the Columbia.

Hatchery Fish Escape During Floods

Recent heavy rains and floods played a freak trick to both fish and hatchery men at the Willamette hatchery above Lookout Point Dam at Oakridge. High waters flooded some of the rearing ponds and 400,000 steelhead, 8 to 9 inches in length, escaped into the Willamette River from where they will be carried to the Lookout Point Reservoir. The Oregon Fish Commission had planned to liberate these fish into the Willamette River below Dexter Dam.

Because of other flood damage at the hatchery, the Oregon Fish Commission was forced to release one million yearling spring chinook salmon, 6 to 7 inches long and weighing 20 to a pound.

Elsewhere in Oregon extensive damage was caused to two fishways, and probable damage was caused to several other fishways that are now completely hidden by water. Serious damage was caused to the fishway at the Rock Falls below Valsetz on the Siletz River, when 21 feet of water above the low level mark flowed in the River. Other serious damage resulted at the fishway over 20 ft. high Bonnie Falls on Scappoose Creek in Columbia County.

Steelhead and Salmon Being Liberated

Fish liberations from several hatcheries of the Oregon Fish Commission were in progress recently, according to Irvine French, director of fish culture. Some 17,400 steelhead and 68,200 silver salmon were liberated into the

Siletz River from the Siletz hatchery.

At the Oxbow hatchery at Cascade Locks, 34,000 silver salmon, six to seven inches long, were released. Also 328,000 spring chinook salmon were released into the McKenzie River.

Studying Kidney Disease in Salmon

Kidney disease in fish causes serious loss in many Northwest salmon hatcheries, and as a result, cooperative studies between several Pacific State fish agencies and the Fish & Wildlife Service are being conducted. The researchers wish to answer these questions: Is kidney disease in adult salmon contracted during life in the sea or after return to fresh water? Is there any relationship between salmon poisoning of canines and kidney disease in fish?

Silver salmon from Oregon—20,000 fish from the Sandy hatchery—have been sent to the Samish hatchery near Burlington, Wash., where a new research project on kidney disease will be carried out. When disease occurs, the kidney disintegrates and becomes soft and white and the fish usually dies.

Scientific investigations will be conducted by Dr. Erling J. Ordal of the University of Washington Medical School. He plans to carry out a careful study of parasites and microorganisms in this stock of fish before release, and then to study each marked fish on its return from the sea.

Meeting of Pacific Fisheries Technologists

The annual meeting of the Pacific Fisheries Technologists will be held March 18-21 at the Hotel Gearhart, Gearhart, Oregon. Open meetings will be held March 19, 20, and 21, and all interested persons are invited to attend.

Washington Trollers Oppose Shorter King Salmon Season

Salmon trollers of Washington are campaigning to head off new fishing restrictions proposed by the State Fisheries Dept. The Department wants to reduce the king salmon season by 60 days. Trollers charge the reduction is not justified on conservation grounds. They propose that steps be taken to bring king and silver salmon under joint U. S.-Canadian control, similar to the sockeye program.

Combined salmon production of the United States mainland and Alaska dropped to its lowest level in nearly 50 years last year, according to the Fish & Wildlife Service. The 1955 estimated canned salmon pack totalled 3,225,000 cases, compared to 4,162,000 cases in 1954.

Canners are so concerned by the short pack that a Stream Conservation Coordinating Council has been formed. Assessments of 1¢ a case on canned salmon and 35¢ a ton on fresh or frozen will raise around \$40,000 to pay for an exhaustive salmon survey.

Fishermen's Associations Hold Elections

Several fishermen's organizations in the State of Washington elected officers recently. They include the Puget Sound Gillnetters Assoc., which re-elected Joe Burrows of Everett as president. Hans Hansen, Seattle, was named vice-president; and Kay Cranmore, Everett, secretary. Ed Berg, Everett; Even Eide, Stanwood and William Brashley, Marysville, were selected as trustees.

Haaken Selvar was re-elected president of the Fishing Vessel Owners Assoc. in Seattle at the group's annual meeting recently. Jacob Knutsen was re-elected vice-president, and Sig Hegge was re-elected secretary.

Trustees elected were Sverre Johansen, Emil Nilsen, Pete Ness, Ralph Ekrom and Rangvald Selset. Harold E. Lokken is manager.

John Jorgensen was elected as president of the Fisher-

men's Marketing Association of Washington. He is skipper of the trawler *Majestic*. Bud Bernard was named vice-president. Nick P. Kuljis remains in his post as manager and secretary-treasurer.

Board members include Minor Lervold, John Courage and Mitch Evich, all boat owners. Crew members named to the board are Bob Bryer, Tom Gould, Herrick Parsons and Bob Winans. Alternates are Joe Criscuola, Ivar Angell and James Maloney.

Ask Changes in Sockeye Regulations

Changes in the proposed 1956 sockeye regulations were suggested to the International Pacific Salmon Fishing Commission at its annual Winter meeting in Seattle January 22. One suggestion was to include the southern half of the Strait of Juan de Fuca in Area 20, thus placing all waters of the Strait under control of the Commission.

The Commission also was asked to relinquish control over the Fraser River sockeye run on September 20, instead of September 26 as now provided in the regulations.

Fish Production for 1955

Otter trawlers landed a total of 22,519,500 pounds of bottom fish during 1955. This was only a little more than half the 1954 total of about 40,000,000 pounds. During the month of December, 1955, Seattle boats landed 685,200 pounds; Bellingham, 170,075; and Everett, 20,100 lbs.

Washington produced 63,600,000 pounds of salmon in 1955, with a wholesale value of \$23,245,000. The odd-year pink salmon cycle paid off with nearly 32 million pounds valued at \$8 million. Chinook salmon production amounted to 10,500,000 lbs., with a wholesale value of \$5,210,000; the catch of 9,340,000 pounds of silvers was worth \$5,050,000. Only 440,000 chum were caught.

Cold Weather May Damage Pink Salmon Run

Prospects of a good pink salmon run in Southeastern Alaska in 1957 were dimmed by low temperatures during October and November. The temperatures, lowest in 16 years, caused concern about survival of pink salmon eggs deposited in stream beds last Summer. Records show that in years of low temperatures, survival has been low.

Seattle Otter Trawl Catch for January

Landings in the Seattle otter trawl fishery during January amounted to 852,800 lbs., which was about 100,000 lbs. more than in the previous month, but a drop of nearly 400,000 lbs. from January, 1955. A total of 40 trips were landed this January, and English sole was the top species, with 235,400 lbs., followed by rockfish, with 210,300 lbs.



The "Scarab", 50' fishing boat owned by C. L. Driskell of Astoria, Ore., and equipped with 110 hp. General Motors Diesel with 3:1 Twin Disc reduction gear and 36 x 24 Federal propeller. She has Roebeling wire rope, Northill anchor, Raytheon "Fathometer Jr." depth sounder and Kaar direction finder. RPM Delo lubricating oil is used.



Capt. Ero Sipila's 40' salmon troller "South Side" of Aberdeen, Wash., which was launched in June, 1955. Her equipment includes Gray Lugger 330 gasoline engine, Mustad hooks, Northill anchor, Apelco direction finder and Wood Freeman automatic pilot. The vessel uses RPM lubricating oil.

California Sardine Season Best in Several Years

The northern California sardine season ended January 15, and the Monterey purse seine fleet again is tied up in the bay. Reports from the crews indicate this season was the best one since the sardines "disappeared." Whether the fish have "returned" or not remains a question which cannot be answered until another year or so of fishing.

Final figures for Pacific coast sardine fishing this season are expected to show a substantial increase over recent years. Deliveries to Monterey were over 14,000 tons, compared to 9,000 tons last year.

Fishermen and Unions Agree on Prices

A preliminary injunction was issued on January 12 by Los Angeles Superior Court, preventing the International Longshoremen's and Warehousemen's Union from picketing 14 San Pedro purse seiners in an inter-union dispute. The preliminary injunction was expected to assure all the San Pedro boats of freedom to sail.

Mackerel fishermen of 15 boats signed a contract with the ILWU on January 4, following settlement of delivery guarantees of their catches. The boat owners agreed that all mixed fish catches will be 75 percent mackerel and 25 percent sardines.

On January 18 the Fisherman's Cooperative reported one cannery had agreed to a price scale for tuna that was the same as last year's, and that other canneries were expected to sign similar agreements soon. Manager Mason Case said the contract calls for \$270 a ton for yellowfin tuna, \$260 for bluefin and \$230 for skipjack.

Albacore has continued to run well, with 60 boats active off Baja California. The season is the longest on record, with 1955 catch of 21,000,000 lbs. by California boats.

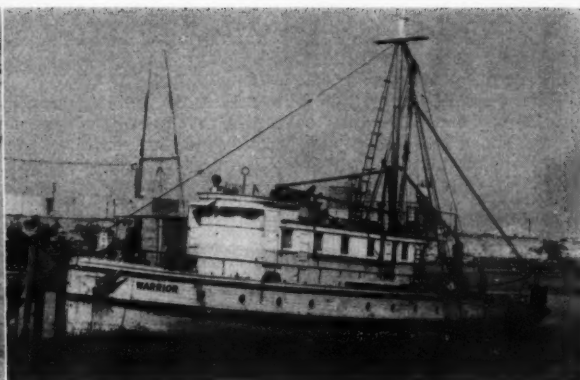
Oyster Firm to Build New Plant

Processing of Morro Bay oysters by the El Morro Oyster Co. has become a seven-day-a-week operation. Demand for the delicacy is so great that the plant is unable to maintain an adequate supply for wholesalers.

As a result, the company plans to start construction this Summer on a new plant double the size of the present one. Capacity of the future operation will be about 400 gallons of processed oysters daily.

Tuna Boats now Allowed to Fish off Peru

On January 20 the Peruvian Government issued a decree granting Southern California tuna boats permission to fish



Capt. Don Miller, new owner of the 92' dragboat "Warrior", painting the new flag-port of Moss Landing on the stern of the vessel, which will operate on the Monterey Bay, Calif. bottom fishing grounds. Capt. Miller purchased the craft, shown at right, from Dick Maier of Coos Bay, Ore.

in waters off the Peru coast and to trade in Peru ports. The new agreement will allow San Pedro and San Diego tuna boats to fish within less than three miles of the coast. Earlier last year, several boats were seized by Peru, which claimed a 200-mile coastal waters limit.

Catching Basking Shark

Fishing for basking shark in Monterey Bay are Santo Balesteri on the *Spindrift*, Stanley Haskin and Jack Norman on the *Glacier* and Bill Tomlinson and Bill Jr., on the *White Angel*. The shark are harpooned and then towed into Moss Landing, where they are "livered out" and the remains reduced for oil.

Steel Troller "Alice B." Sold

George Ward of Seaside has sold his 52 ft. steel troller *Alice B.* to Manuel Garcia of Salinas. Garcia formerly had the 35 ft. Diesel troller *Castaway*.

Legislators Study San Pedro Fishing Industry

A full-scale investigation of the San Pedro fishing industry was conducted on January 25-26 by the Assembly Interim Committee on Fish & Game. The lawmakers toured local canneries, fishing harbors and inspected other facilities during their stay. Frank Bellotti of Eureka presided.

The 11-member committee of Legislators aired proposals by sport fishermen asking closing of all the California coastal waters to commercial fishermen, with the State Fish & Game Commission receiving plenary powers over commercial fishing along the coastline. At present, the power of regulation lies with the Legislature.

Two Fishing Vessels Sink

Two California fishing vessels sank at sea last month, but the entire crew of each vessel was rescued uninjured.

On January 13 the *Genevieve H. II* burned and sank, following an explosion in the engine room, about 16 miles off Catalina. Roy Huguey of San Pedro, skipper and owner, and his crew of 10 were rescued by the Coast Guard.

Ten crewmen were rescued from the 121 ft. tuna clipper *Sunset*, when the San Diego boat sank 60 miles off Acapulco on January 18. Capt. Pedro Neves of San Diego and his crew were put ashore at Manzanillo, Mexico, by a tanker. Cause of the sinking of the \$400,000 vessel, which had a full cargo of 230 tons of tuna, was unknown.

Tagged Bigeye Tuna Recaptured

The first tagged bigeye tuna ever recaptured in the Pacific recently was taken by Japanese fishermen, thus contributing greatly to the knowledge of the growth and migration habits of this fish.

The tuna was taken on November 24, 1955, at a point

690 miles due north of Oahu. The tagged fish had been at liberty for a period of 10 months, and had moved at least 800 miles during that time. Measurements taken both at the time of release and at recapture showed that the fish had grown approximately 10 pounds.

Dragger "Warrior" Changes Hands

The 92' dragger *Warrior*, long a familiar sight in Monterey Bay, has been purchased by Capt. Don Miller of Redwood City from Dick Maier of Coos Bay, Oregon. The *Warrior*, built in 1914, was originally operated as a cannery-tender out of Seattle, Wash. and is believed to have been the first Diesel-powered commercial fishing boat on the Pacific Coast.

Miller bought his first boat, the 23' *Marian*, in 1953. Equipped only with hand gurdies he managed to ring up a substantial return for his first season's fishing. The following year he purchased the 40' Diesel-powered *Nora R.*, and fished for salmon out of Bodega Bay and Fort Bragg. He will operate the *Warrior* out of Moss Landing, catching bottom fish. Maier plans to fish on his one-man salmon boat *Escapade* this Spring.

Wood from Hawaiian Trees Resistant to Borers

Fishermen at San Francisco recently received a report on two Hawaiian trees which have been tested and found to be highly resistant to marine borers. If extensively cultivated, within a few years they could become an excellent source of timber for small boatbuilding.

The two trees are known in Hawaii as the "ha'a" and "melemele." Tested in Hawaiian waters, which marine zoologists rate as an area where marine pests abound, the woods were submerged for periods up to five years without any significant damage. The trees were among 400 world varieties tested by Dr. Charles H. Edmondson of Honolulu.

Boats with hulls of these woods, properly coated with a good anti-fouling paint, would be doubly fortified against the ravages of marine borers for an indefinite period. The wood apparently is unappetizing to borers because it contains a high degree of silica.

Recent tests on the resistance of plastic to borers indicate that plastic hulls will not stand up well against the worm-like attackers.

Installing Engines

Oren Addleman of the *Dolores J.* and Bill Johnson of the *Elsie* are helping each other install General Motors 6-71 engines in their respective boats. Kolstrand gurdies and reverse boxes are being installed on Walter Leary's boat *Evelyn* by the Hover Equipment Co. of Monterey. A Chrysler Ace engine is being put into the *Camillus*, which is owned by John Fialho of San Jose.

Maine Lobster Catch Shows Million-Pound Increase

Maine fishermen trapped over one million more pounds of lobsters during 1955 than they did in the previous year, and they were paid an average of 1.3 cents a pound more for their catch.

The total lobster haul in 1955 was in excess of 22,700,000 pounds, as compared with 21,667,700 pounds in 1954. The average price this past year was 38.6 cents a pound, while in 1954 fishermen received an average of 37.3 cents a pound. Value of the 1955 catch was \$8,640,000.

These figures indicate that lobster industry is in a healthy state, Commissioner of Sea and Shore Fisheries Stanley R. Tupper said. "Not only was production up," Commissioner Tupper pointed out, "but prices were up also—which is something of an economic novelty."

Contract Sets Guaranteed Wages for Fishermen

The new Maine Fishermen's Association and the Rockland Division of Birds Eye Frozen Foods on January 4 signed the first wage contract covering trawler crewmen. The contract guarantees basic trip wages, provides vacations, insurance and hospitalization, carries a "no strike" clause, and allows for the training of new fishermen.

General Manager Roy C. Whittick signed for the company, and Capt. Henry Gallant, local president, for the Maine Fishermen's Association. The signing of the contract was the result of negotiations with Birds Eye since February, 1955, a month after the Maine Fishermen's Association had gained bargaining rights from the Atlantic Fishermen's Union. The contract runs for two years.

Regular crewmen get a \$270 per trip wage, plus a bonus of one cent per pound for each pound of fish over 200,000 on the 145' boats. Trips average ten days. Regular crewmen contribute to a family hospitalization plan, life and disability insurance, and a retirement policy. They will get one trip off after every 12 trips at sea, amounting to about four weeks of vacation per year.

Transient seamen will get the same \$270 per trip pay, but won't share in the benefits. The apprentice seamen—who would be extra men in addition to the regular crew—will be aboard to learn fishing and will receive \$170 per trip but no benefits.

In case of breakdowns, where the craft is disabled before a net is thrown overboard in fishing, the crewmen are paid about \$20 daily.

Small Sardine Pack

The total Maine sardine pack for 1955 was 1,254,200 cases, according to official figures released by the State Department of Agriculture. The industry's executive secretary, Richard E. Reed, said that the pack was the smallest for any year since 1939 and that this was reflected in packers' inventories which are near an all-time low.

To Seek New Markets for Lobsters

William S. Cook, a lobsterman from Tenants Harbor, and Stanley J. Tupper, Commissioner of Sea & Shore Fisheries, were appointed last month to the advisory board of the Dept. for the Development of Industry and Commerce. Duties of the two new appointees will be to seek out new markets for lobsters.

Boothbay Harbor Lobster Trap Losses Heavy

The overall picture in lobster gear losses due to the recent storms was not as bad as anticipated, according to Maine Lobstermen's Assoc. president Leslie Dyer. However, in some sections the loss was very severe, especially the Boothbay Harbor region, where an estimated loss of \$11,000 worth of gear was reported.

The average loss of the whole coast is estimated to be about 15%, with one or two cases of 50 percent loss. The

Small Business Administration at 40 Broad St., Boston, will process requests for loans from lobstermen.

Navigational aids were not damaged as badly in Maine waters as they were further down the coast. However, Bay Ledges Whistle Buoy Number Two was torn loose and ended up on the corner of Metinic Island, some 15 miles off course. One of the most important lighted bell buoys—the Fox Island Thoroughfare Light between Vinalhaven and North Haven—was among three electric ones which were put out of commission.

As an aftermath of the storm, clam lovers at Old Orchard Beach found they could pick the shellfish up by the bushel basket. The storm left the 10-mile oceanfront littered with clams at low tide.

Will Vote on any Changes in Lobster Length

According to Leslie Dyer, president of the Maine Lobstermen's Assoc., no change in present legal lobster



64' lobster smack "Lynn" at Webber's Cove Boat Yard, East Blue Hill, Me., where she was built in 1948. She is owned by Perry B. Duryea and Son, Montauk, N. Y., and is powered with a 120 hp. Caterpillar D13000 Diesel with 2:1 Twin Disc reduction gear, which gives her a speed of 9½ knots. Other equipment includes Willard batteries, One-Mile-Ray searchlight, Kaar direction finder and 50-watt radiotelephone, Raytheon radar.

lengths will be recommended to the Legislature by the Association without a vote of the entire organization. He also said that in the future only those lobstermen who are members of the Association will be polled relative to any legislation affecting the industry.

The first meeting of the executive committee of the Association was held at Rockland on January 11, with delegates from several counties present. Much of the discussion during the meeting centered on the effects of the storms on lobstermen. It was voted by the group to contact fishermen in the storm area to ascertain the loss suffered and to take the matter up with the Governor or other agencies that might be able to reimburse or aid the fishermen.

Fish Scarce as Result of Storms

The shortage of fresh fish at Portland was over on January 25, when draggers arrived with more than 100,000 pounds of groundfish. The supply was the first in any volume at docksides since New Year's. Fishermen were paid 12 cents a pound for haddock. During the 11-day storm fishermen received 30 cents a pound in Boston.

"Gill" Searches for Herring Larvae

The Fish & Wildlife Service vessel *Theodore N. Gill* left Boothbay Harbor on January 17 to make a plankton survey of the Gulf of Maine and the Bay of Fundy for herring larvae. Since operations are hampered during the Winter season by weather, extra time was to be allowed.

Florida to Be Base for New Shrimp Research Craft

The *George M. Bowers*, a new 73-ft. research boat belonging to the Fish and Wildlife Service, was officially commissioned at Miami on January 7. Col. John L. Farley, Director, and Arnie Suomela, Assistant Director of the Fish & Wildlife Service, directed the ceremonies. The vessel is named after the late George M. Bowers of West Virginia, who served as U. S. Commissioner of Fisheries from 1898 to 1913. On hand for the ceremonies were two sons of the former Commissioner Bowers and his great granddaughter, Betsy Bowers, who assisted the vessel's skipper, Capt. Alvin Morgan, in raising the service flag to the mast.

The *George M. Bowers* was constructed for the Fish and Wildlife Service by the Tampa Steamways. She is especially equipped for research work on fishing gear and will be primarily a gear research vessel, but can be used for deep-sea exploration also. Among other things, the *Bowers* has underwater television equipment which will permit close study of fishing gear operation under water, the effect of gear on any fish habitat, and escapement through the nets.

Features of the vessel include Loran to locate shrimp beds accurately, radiotelephone, automatic pilot, an insulated hold to carry up to 10,000 pounds of fish or shrimp for food research, and 40-foot flat trawls. Particular emphasis will be placed on trying to apply electronic principles to shrimping. A giant-sized winch, able to haul shrimp up from 1500 feet, has been installed.

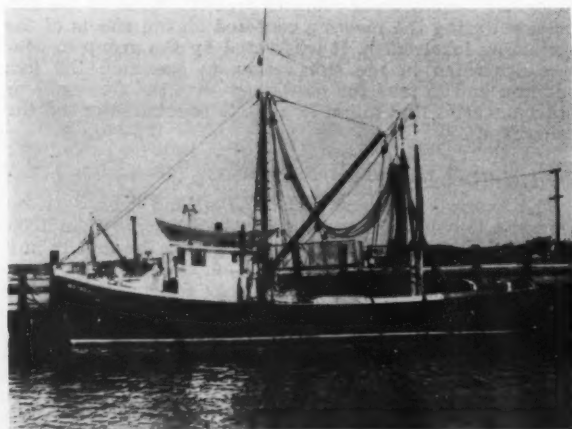
The technician in charge of the first research project on shrimp off the Atlantic Coast is Reidar Sand. The shrimp investigations got under way on January 10, with a cruise which will cover the area from Cape Canaveral, Fla. to Cape Fear, N. C., to depths of 300'.

Believe Sponges are Coming Back

Sponge fishermen at Tarpon Springs are optimistic about the comeback of the sponge industry. Three brothers recently brought in two small boatloads of best-quality sponges which they hoped might gross from \$2,000 to \$5,000. The haul was the first bit of evidence seen in Tarpon Springs that the sponge beds may have recovered.

Huge Shrimp Landed at Key West

A shrimp trawler docked at Key West on January 20 with a load of shrimp running to about nine inches in length. The captain, J. M. Mills of Naples, said 4 or 5 of the shrimp would weigh a pound, compared to 15 or 20 to a pound of ordinary-sized ones. Mills said the boat found the shrimp northeast of Dry Tortugas.



Capt. Bill Joseph is skipper of the 61' Stonington, Conn. dragger "New England", powered with a General Motors Diesel.



72' shrimp trawler "The Shoals", which was built recently by Tiliakos Boat Building Co. at Fernandina Beach, Fla. for H. F. Sahlman of Sahlman Seafoods Co., Tampa and Fernandina Beach. She is powered with a D337, 170 hp. Caterpillar Diesel with 4.4:1 Snow-Nabstedt reduction gear and 50 x 44 five-blade Columbian propeller.

Laboratory Organizes Club to Teach Fishing

The University of Miami Marine Laboratory is organizing a club in Fort Myers to teach high school boys the trade of fishing. This will be on the order of the 4H clubs among farm boys, and will instruct the youths in net mending, navigation, boat handling, technology, area of the catch, accounting, etc., in addition to fishing.

Florida Marine Named Penetrol Distributor

Florida Marine Supply, Inc., 1430 E. Adams St., Jacksonville, Fla., has been appointed a distributor for Penetrol, which is manufactured at Hudson, Ohio, by The Flood Co. A clear, air drying oil of special formulation, Penetrol soaks deep into wood fibres, providing a waterproof barrier.

The product contains no poison, and does not give off dangerous or offensive fumes. Penetrol is claimed to provide protection against dry rot and destructive worms by keeping the moisture content of wood lower than is necessary to support these destroyers.

Connecticut Fishermen's Association Wants Stonington Harbor Dredged

Members of the Southern New England Fishermen's Assoc. are taking an active interest in the proposed dredging of sections of Stonington Harbor by the U. S. Army Corps of Engineers. The project includes dredging of Penguin Shoal, which proponents contend will eliminate much of the ground swell in the harbor, and a section in the northeast corner of the Upper Harbor for an anchorage area.

The Upper Harbor project is being opposed by Capt. Elwell Thomas, operator of the Thomas Boatyard, who seeks to extend his present docking facilities further out into the harbor. Thomas contends the docking facilities are needed more than additional anchorage area.

Addition to Dragger Fleet

Another dragger has been added to the Stonington fishing fleet. The latest addition is the 62 ft. *Luann*, formerly the *Dora* and *Peter* out of Portland, Me., which was acquired by George Roderick of Stonington.

Long Island Baymen Want to Harvest Undersized Scallops

A group of about forty baymen, many of whom were members of the Peconic Bay Baymen's Protective Assoc., met last month with Southold Town Supervisor Norman Klipp and Alfred Tucker, Superintendent of Marine Fisheries, in an effort to have the taking of undersized scallops legalized. Supervisor Klipp informed the baymen that the town of Southold would at once make another application to the State Conservation Dept. to lift the ban on undersized scallops in Mill Creek and Gidds Bay.

Spokesmen for the baymen stated that the closing of all of the marine district by the State Conservation Dept., including the creeks, was a hardship. They also contended that it was extremely difficult to designate a year-old scallop by its growth rings, and that in certain areas of the bay the scallops, especially in shoal waters, would die during the Winter weather.

To Enforce Law Banning "Skimmer" Dredging

Supervisor James F. Willis has advised the East Islip Anglers and Boating Assoc. that all violators of the Islip town ordinance prohibiting "skimmer" dredging for clams will be prosecuted. The law was adopted several years ago mainly through the efforts of the anglers, who claimed the power dredges were driving off the fish by stirring up the bay bottom and destroying plant food. The anglers also are seeking a new survey of clam lots.

Capt. Rydberg Gets Seamanship Award

Capt. Harry Rydberg, who as acting skipper of the 110' party boat *Glory* used Edo radar to guide the fishing fleet south of Scotland Light Vessel back to Sheepshead Bay in dense fog on January 4, received the Edo Seamanship Award at ceremonies held at the National Motor Boat Show. Paul M. Minthorn, Edo's manager of marine sales, made the presentation, which included a commendation and gold watch. A plaque noting the achievement has been hung in the wheelhouse of the *Glory*.

The *Glory*, owned by Chub Martin, was one of the first party boats in the New York area to be equipped with Edo radar as an aid to navigation. In the few days of indifferent fishing weather which preceded January 4, Martin made a project of checking out Capt. Rydberg in use of the radar over a course from Sheepshead Bay to Jamaica and return. This was Rydberg's sole previous experience in the use of the electronic equipment.



EDO SEAMANSHIP AWARD, which includes a commendation and gold watch, being presented to Capt. Harry Rydberg (left) by Paul M. Minthorn, manager of marine sales for the Edo Corporation. As acting skipper of the party fishing boat "Glory", Rydberg used Edo radar to guide 10 fishing boats back to Sheepshead Bay, N. Y. from the Cholera Banks in dense fog.

Louisiana Blue Crab Catch For Year Shows Big Gain

An increase of over 2 million lbs. was shown by blue crab landings for 1955 in the New Orleans and Lower Mississippi River area and the Houma, Morgan City and Berwick regions. The crab catch for both areas was 7,584,000 lbs., as compared to 5,363,000 lbs. in 1954.

The New Orleans and Lower Mississippi River area was responsible for most of the gain, the crab catch there having amounted to 5,129,000 lbs., as compared to only 3,079,000 lbs. in 1954. Crab meat production in the two regions was up by about 300,000 lbs. to 806,400 lbs.

The oyster take in the main producing areas of Louisiana—New Orleans and Lower Mississippi River region, Golden Meadow, Houma, Chauvin, Dulac, and Morgan City—totalled 475,700 barrels, which was 37,000 more than in the previous year. The New Orleans and Lower Mississippi River area, with 354,600 barrels, showed an increase of about 50,000 barrels, while the other sections all showed slight declines, except for Morgan City, which had a small gain.

Nearly three-quarters of the oyster yield, or 329,900 barrels, went to the canneries. This was approximately 30,000 barrels more than were canned in the previous year. Canneries in the New Orleans and Lower Mississippi River area took 226,300 barrels of oysters.

Shrimp Yield Drops

The Louisiana shrimp catch fell nearly 2½ million lbs. to 30,233,000 lbs., heads-off and exclusive of shrimp used for drying. This yield represents shrimp landings in the principal production areas of Louisiana, including New Orleans and Lower Mississippi River region, Golden Meadow, Houma, Chauvin, Dulac, Morgan City, Berwick, Patterson, and Delcambre.

The New Orleans and Lower Mississippi River area was the heaviest shrimp producing section, with 15,637,000 lbs., which was approximately the same as in 1954. Golden Meadow, with 3,100,000 lbs., was down by about a million lbs. This also was true of Houma, Chauvin and Dulac, where 7,100,000 lbs. were unloaded.

Louisiana shrimp landings for canning amounted to 16,979,000 lbs., which was about a million lbs. less than in the previous year. Most of the shrimp used for canning were unloaded in the New Orleans area, where the boats brought in 11,507,000 lbs. for this purpose. In the Houma, Chauvin and Dulac region, 4,244,000 lbs. of shrimp were landed for canning.



HIGH SHRIMP BOAT at Morgan City, La. last season was the 73' trawler "Jean Frances", skippered by Capt. Ashley Galloway, who owns her with Joe Galloway. The craft landed 728 barrels of shrimp during the season.

Texas Shrimp Fishery Survey Shows Good Progress

According to Gordon R. Luce, one of the Fish & Wildlife Service men in charge of the Saltonstall-Kennedy shrimp survey in Texas, excellent progress is being made. The primary purpose is to gather data on which to base logical conclusions about the fishery and regulations, if needed.

Luce, whose office is in Aransas Pass, first worked Corpus Christi, then Aransas Pass, and only recently began a survey in the Rockport-Fulton area. From there he will go to Seadrift, Port O'Connor, Port Lavaca and Palacios.

An expansion of the Texas shrimp survey was announced recently, with an office to be opened at Brownsville as a temporary base. P. Serio will be in charge of research.

Interviews will be held with producers, including boat owners, captains, and crew members; fish house operators, processors and others interested in the industry, to determine the actual status of the fishery and the abundance of various species of shrimp being taken.

Organize to Protest High Processing Charge

Shrimp boat crews at Rockport are reported to have perfected an organization to protest an increase in the price charged for processing shrimp by local seafood plants. The present price is 12 cents a pound. The original price charged by the seafood plants was 7 cents a pound.

The minimum price reported for processing shrimp at other Texas ports is 12 cents a pound.

New Shrimper Joins Fleet

The 67-ft. Tams-designed shrimp trawler *Miss Delta* has joined the Delta Fisheries fleet at Brownsville. Built by Diesel Engine Sales, Inc. of St. Augustine, Fla., the ship is powered with a Caterpillar D342 engine rated 150 hp. at 1225 rpm., driving a 48 x 36 Columbian 4-blade propeller through a 3:1 Twin Disc reduction gear and 3-inch Tobin bronze shaft. She also has a Stroudsburg 515½T hoist, and uses Wickwire wire rope.

Shrimp Catch Shows Gain

During the 30-day period ending January 20, the total landings reported of heads-off shrimp at Texas ports were 1,283,400 pounds, as compared with 1,034,800 pounds during the previous 30-day period. Edible finfish production exceeded 210,000 pounds.



The "Nita-Ann", 60' shrimper owned by Capt. Herbert E. Widincamp of Townsend, Ga. Her equipment includes 150 hp. Murphy Diesel with 2:1 Twin Disc reduction gear and 40 x 26 Columbian propeller; Surrutte batteries, Stroudsburg hoist, Apelco radiotelephone and Bendix depth sounder. The shrimper uses Gulf fuel oil.

During 1955, Two Brothers Fish Co. reported disappointing results from the bays, but their large shrimp trawlers working in the Gulf had a very good year. This condition was typical all along the coast, except in the Galveston area, where bay shrimping was good. The season for bay shrimping ended December 15, when all bays and salt water lakes were closed to shrimp trawls with spreads of more than 10 feet. This made little difference in production, however, since small trawlers were tied to piers long before the bays were closed.

Oyster production is well under way in the Galveston and Rockport areas, but the crop is expected to be much less than that of last year.

Official reports for the first two months of the current fiscal year give total seafood landings of 27.9 million pounds, as compared with 31.2 million pounds for the same period last year. Shrimp production for the period was 21.2 million pounds, compared with 22.8 million pounds last year.

Says Oyster Farming Has Good Potentialities

A multi-million dollar oyster industry in Texas is possible providing Gulf Coast oystermen learn the "farming" process properly and legislation is passed to protect the crop, according to G. W. Schlesselman, head of the Texas A & M College Dept. of Geography. He observed that the Texas climatic and coastal conditions are more favorable for developing oyster production than that of many areas where the annual harvest is worth several million dollars.

Predicts Greater Prepared Seafood Consumption

Increased consumption of prepared fish products in the Houston area is foreseen this year by John K. Dozier, president of Houston Terminal Warehouse & Cold Storage Co. The multi-million-dollar plant, with 50,000,000-pound storage capacity, expects to handle more such items as fish sticks, and the newly-developed shrimp sticks which are ready to heat and eat. Dozier thinks shrimp sticks, which can utilize the shrimp broken by the shelling machines, will benefit both the distributors and consumers economically.

Aransas Pass Seafood Industry Is Expanding

Aransas Pass is making a bid for the title of No. 1 seafood producing and processing center on the Texas Gulf Coast. Within the last year the Aransas Pass area has been forging to the front as a processing center, with new concerns and reorganization and consolidation of a number of the older companies and co-operatives.

Webster Seafoods, a comparatively new concern owned by Eugene Webster, is developing a sound business producing and processing shrimp on the Aransas Pass waterfront. Casey's Seafoods, organized in 1947 by Casey Zorn and B. A. Mobley, was taken over by Mr. Mobley recently. The business has been moved to a new location, and a new building has been constructed and equipped for a processing plant.

One of the largest mergers was completed recently when W. A. Peer consolidated all the facilities, boats and equipment of Texas Gulf Trawlers, Inc. and the Texas Fisherman's Cooperative Assoc. The new corporation, known as Gulf King Shrimp Exchange, was organized under Texas laws. It will be one of the largest cooperative producers, processors and distributors of frozen shrimp on the Texas coast.

Shrimp will be purchased from or processed for independent trawlers, as well as for the 40 or more trawlers controlled by the Exchange. The trademark, Gulf King Shrimp, formerly packed by the Texas Fisherman's Co-op, will be continued by the Exchange.

R. D. Taylor, former manager of the Colter Corporation plant at Aransas Pass, has opened a new processing plant there under the name of Taylor Seafoods. The company will purchase, process and pack shrimp and fish. They also will operate a wholesale and retail seafoods market.

Gloucester Has Second Highest Year's Landings on Record

Gloucester came within eight million pounds of setting an all-time record for fish landings in the 12 months of 1955. As it was, the total landings of 251,940,000 pounds were the second highest on record.

Round whiting landings doubled the figure for the previous year, and trash fish landings set an all-time record of 77,000,000 pounds. The landings meant a gross stock to the boat owners and crews of \$7.5 million.

The year saw some unusual pogie trips, with the smaller seiners almost sunk under deck-loads of the fish. The highline trip, however, was landed by the *Bluewaters*, Gloucester's biggest seiner. She had 339,720 pounds.

The largest ocean perch trip was brought in by the *Ocean Life*—450,000 pounds. The mackerel catch for the year ran well under a million pounds. The biggest mackerel trip was landed by the *Lone Ranger*, Capt. Gerome Frontiero—54,000 pounds.

Propose Fisheries Commission for Gloucester

First step toward having a city of Gloucester Fisheries Commission with authority to spend money was taken last month. The City Council unanimously approved a tentative bill for introduction in the State Senate.

The bill provides for a commission of nine members, headed by the Mayor. It calls for membership of three City Councillors and five who are actively connected with the production, processing or employment phases of the industry. The purpose of the commission would be to investigate, advocate and recommend measures for the promotion, preservation and protection of the Gloucester fishing industry.

Passage of the bill presumably would give a permanent status to the recently-appointed fisheries group, now called a committee. The present committee consists of Mayor Beatrice K. Corliss, chairman; City Councillors John J. Burke, Jr., William P. Cafasso and Donald J. Ross; Attorney Solomon Sandler; and four boat owners, Samuel Ciaramitaro, Lawrence C. McEwen, Manuel P. Domingos and Joseph Cody.

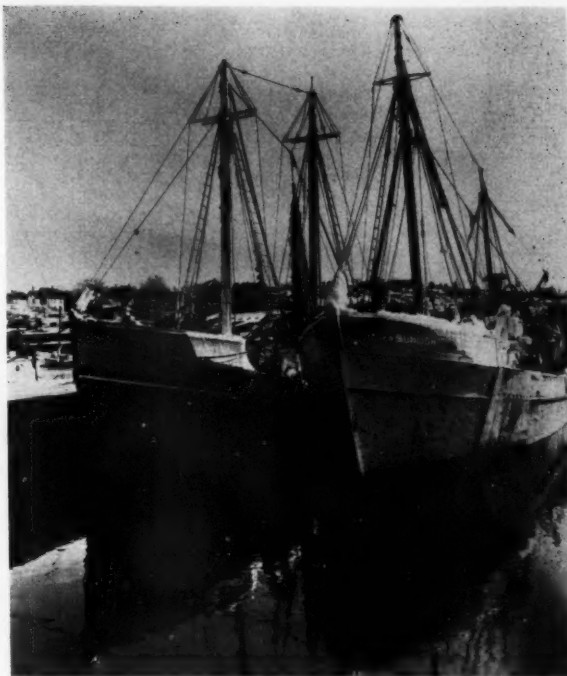
To Have Maps Showing Trans-Atlantic Cable

Gloucester draggers working near Cape Cod soon will get a copy of a cable map that will help them avoid hang-ups with the trans-Atlantic cable. The cable, running from Orleans on the Cape to Brest, France, has been fouled in the past by draggers, and accidents have been happening with increased frequency.

The French Telegraph Cable Co. got in touch with Francis W. Sargent, Director of Marine Fisheries, who suggested that they make up maps of the area and pass them along to the boat owners.



Dredger "Lora Lee", owned by Capt. Clarence Starn of Atlantic City, N. J. Her power is furnished by a 225 hp. Gray Diesel.



TWO ICED-UP GLOUCESTER DRAGGERS, 97' "Bonaventure", left, Capt. Joseph Novello, Jr., and 100' "Sunlight", Capt. Eugene Marino. The "Bonaventure" has 400 hp. Enterprise Diesel, 66 x 36 Hyde propeller, Exide batteries, Bendix depth sounder, Kaar direction finder. The "Sunlight" has 450 hp. Fairbanks-Morse Diesel, 72 x 46 Hyde propeller, Surrette batteries, Tiger Brand wire rope, Hathaway winch, Raytheon recording and indicating depth sounders, Loran, RCA radar, General Motors 165 hp. winch engine. Henderson & Johnson paint, Gulf fuel oil, RCA telephones, Danforth anchors are used on both boats.

New Jersey Opens Clamming Beds in Shrewsbury River

Almost 200 acres of shellfish growing bottom in the Shrewsbury River were opened to clambers on January 16, the result of a revision of regulations of the New Jersey State Dept. of Health. The areas released are in the vicinity of Seabright, Rumson and Shrewsbury. They were condemned hitherto because of pollution in the area, a situation which since has been corrected.

Whiting Stranded on Shore

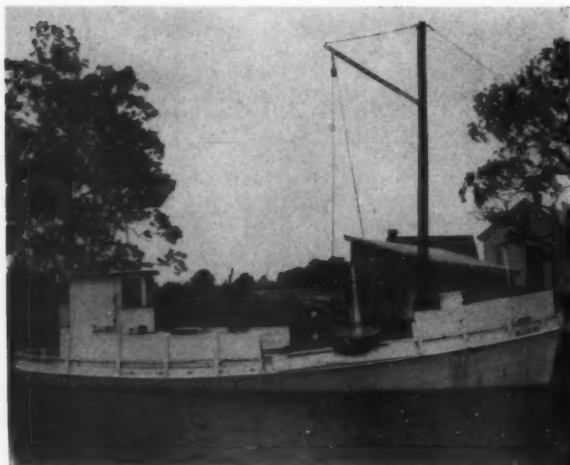
More than 200 whiting were picked up recently on the beach at Island Beach State Park. It is believed the whiting were feeding close to shore on young menhaden or bunkers, and were stranded on the sand when the receding waves left them.

Landings Show Decline

Landings of fish and shellfish at New Jersey ports during October totaled 24.5 million pounds. Compared with the 47.8 million pound landings reported for October, 1954, this represents a decrease of 49%. Fifty-three percent drops in the menhaden and oyster takes accounted for practically all of the decline.

Following menhaden, species showing heaviest landings during October were scup, surf clams, fluke, oysters, and sea trout or weakfish.

Total landings for the first ten months of 1955 amounted to 387.5 million pounds, compared with 396.3 million pounds for the corresponding period of 1954.



Moody L. Tillage's 43' oyster dredger "Delight" of Gloucester Point, Va. She has capacity of 450 bushels oysters, and is powered with a 65 hp. Caterpillar Diesel with 3:1 Twin Disc reduction gear and Hyde propeller. Other equipment includes Surrette batteries, Coulter & McKenzie hoist and Northill anchor. The boat is finished with Pettit paint, and uses Texaco fuel and lubricating oil.

Schools in Norway

(Continued from page 13)

Travel to and from the fishermen's schools, tuition, and board and room are provided by the Norwegian Government. The students are generally young fishermen, over 17 years old and have had at least seven years of public schooling and a few years of actual fishing experience.

The three fields of training vary in the length of time required. The fishing boat captain course lasts ten months, while the engineering and cooking courses are for five months.

The skipper's course is designed to provide the student with a broad background of knowledge relating to such subjects as oceanography, fishing methods, marine biology, mathematics, English, sociology, and bookkeeping. More intensive instruction is given in navigation, meteorology, seamanship, electronic gear operation care of motors, etc.

As the engineer's course is only for five months, little general fisheries training can be given. Instead, instruction is largely concentrated on both practical and theoretical studies relating to engines.

The cook's course provides the student with the training that he needs to operate a mess aboard a fishing boat. In addition to the classroom instruction in dietetics, hygiene, English, mathematics, preparation of ship stores, and bookkeeping, the cooking students prepare all the food at the schools.

All the Norwegian fisheries schools are well equipped, and the students have the opportunity to operate all types of gear and equipment that they will encounter later when they enter the fishing industry. I had the opportunity to visit the Laksevaag school, and was much impressed with the physical plant, the enthusiasm of the students and the quality of the instruction given.

It must be emphasized that the Norwegian fishery schools do not try to give the long and intensive instruction that is required for persons entering the merchant marine as officers, engineers or stewards. Such advanced courses that lead to regular licenses for captains, mates, engineers, and stewards are given in maritime training schools, also operated by the Government. The State fishery schools are designed to train the Norwegian fishermen to carry on their work more efficiently, and they seem to be accomplishing their purpose well.

Virginia's Rappahannock Oyster Planters Organize

The Rappahannock River Oyster Planters Assoc. was officially organized last month at Rappahannock, as the group adopted a set of by-laws and levied dues according to the number of acres of oyster ground owned by the individual planter, partnership or corporation.

Richard Woodward of Saluda was elected president; Walter Fidler of Sharps, vice-president; Fred Garrett, Jr. of Bowlers Wharf, secretary-treasurer; and Russell Council of Sharps, sergeant-at-arms.

Named to the executive committee with the four officers were J. W. Ferguson of Remlik; W. R. Pitmann, Jr. of Somers; W. A. Croxton of Laneview; Harvey Smith of Sharps and Cliff Dowell of Bowlers Wharf.

Hard Crab Dredging Improves

Hard crab dredging, so far as catches are concerned, picked up considerably during January. The Tangier crab dredging fleet, working the crabbing grounds in the lower Chesapeake near Cape Henry, averaged 50 barrels a day.

Expecting a big run of crabs this Spring, crab pot makers now have begun to construct crab pots in earnest. There are some 30 crab pot makers on Tangier Island, who will make about 32,000 crab pots.

Oystermen Do Well in Lower Rappahannock

Locklies Creek at Locklies has provided a good harbor for local watermen's boats for many years, but this year saw more activity than usual. Many oyster boats equipped with patent tong rigs have used the creek for several months.

During the Fall, heavy oyster mortalities occurred in the upper Rappahannock, but beds on the lower part of the River have been more productive than for several years. In a recent aerial inspection tour of the River, it was estimated there were about 330 boats at work, with three-fourths of these using patent tongs.

Tangier tongers working the oyster rocks in Pocomo Sound last month took from 5 to 8 bushels a day, and sold them to the Crisfield market for \$4.60 a bushel. This was considered a good day's work, but the tongers said they could have done much better if they had been permitted to use hand dredges on the deep-water rocks.

Fewer but Bigger Shad Expected This Year

William H. Massmann, fish biologist at the Virginia Fisheries Laboratory, Gloucester Point, expects this year's shad catch to be somewhat below that of last season. He estimated from records supplied by fishermen that 184,000 shad were taken from the York River system during 1955. This was about 10,000 more fish than in 1954.

No great numbers of shad have hatched in any one year since 1950 and lived to enter the rivers. Thus Massmann predicts that few young fish will be taken in 1956.

Fisheries Laboratory Presents TV Shows

The Virginia Fisheries Laboratory presented its hundredth TV show last month. Viewers have seen fishermen at work in the ocean, Chesapeake Bay and the rivers. They have seen marine scientists at work controlling enemies of oysters.

During this month the programs will show the Winter crab fishery, commercial clamming, how the Indians catch shad, and a program called "Food from the Sea."

Hampton Roads Area Landings

During January trawler fishermen in the Hampton Roads area landed 4,496,200 lbs., or 2,613,300 lbs. more than in the previous month. Sea bass landings were the largest, with 1,972,700 lbs., followed by scup with 1,403,800 lbs., and croaker with 530,100 lbs. Pound net catches amounted to 20,900 lbs., which was 5,200 lbs. less than the previous month.

Great Lakes Ice Fishermen Having Good Winter Season

In the Great Lakes area commercial fishing in open water was virtually halted due to the freeze. However, on Bay de Noc ice in Northern Green Bay, new boom towns were springing up with a prosperity based upon fish. Over 500 residents make up the population in ice fishing shanties, scattered over Little Bay de Noc, and many more are on ice in other bays of the Green Bay area. They are producing a heavy pack of fish, particularly smelt.

Fishing on Lake Superior has been light due to the frigid weather and ice blocking harbors. In the bays, however, good catches of lake trout were taken by "bobbing" for them. Whitefish takes have been light but some nice catches of herring were taken in the icefishing areas.

In Lake Michigan's southern waters, chub production has been good, but weather conditions have been, relatively severe. Fair catches of perch were had, while yields of whitefish, generally, were poor. Herring were beginning to show up in good concentrations for producers after the season tapered off.

On Lake Huron, fishing was rugged due to weather conditions, while on Saginaw Bay, ice fishermen were all out with catches of the usual species considered fair to good.

On Lake St. Clair, where the ice breaker *Acacia* joined the cutter *Tupelo* in an attempt to batter a channel through the ice-jammed St. Clair River, ice fishermen farther to the east were making fair catches of various lake fish, with some unusual catches of smelt in evidence.

On Lake Erie, ice fishing is well under way, and catches were fair to good. Weather, however, makes for a hazard rendering it highly dangerous under certain conditions.

In the Lake Ontario area, particularly in the eastern ranges around Picton, commercial fishing on the ice has been about comparable with other years, except for better catches of herring and smelt.

On the Lake of the Woods in northern Minnesota, excellent catches of sauger, pike and fair catches of other fish were made by commercial producers.

Endress Heads Fish Producers Association

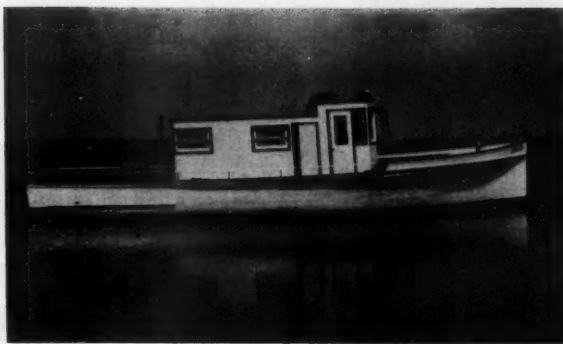
Ora Endress of Grand Marais, Mich. was elected president of the Michigan Fish Producers Assoc. at its annual convention held during January in Traverse City. The group of fishermen, biologists and others interested in commercial fishing, also named Walter Olson of Gladstone, Mich. as first vice-president and Harold Lentz of Standish, as second vice-president. Roy Jensen of Escanaba was elected executive secretary-treasurer, succeeding Claude VerDuin, who has held that office since the group was organized some years ago.

Bernard R. Smith of the Fish & Wildlife Service, speaking at the annual convention of the Association, stated that researchers have come up with an effective method to exterminate the sea lamprey, but that the cost is too high to make it practical. The method suggested consists of a chemical compound, but the most effective one developed thus far sells for about \$1,000 a pound. Another compound, somewhat less effective sells for about \$10 a pound.

The two newly-developed compounds, placed in streams in which the lamprey spawns, simultaneously wiped out five generations of offsprings, from larvae to the young lampreys.

Percentage of Lamprey-Scarred Trout

Wisconsin fisheries men making checks on lake trout taken in the Apostle Islands area recently reported that scarred trout last season totaled 36%, as compared with 16.4% in 1954. In the Isle Royale area, Minnesota fisheries men have reported that in the last year 20% of the trout checked were scarred by lampreys. In 1954 the total was only 9½%.



COMMERCIAL GILL NETTER AND PARTY BOAT "Avalon", owned by Wayne R. McKee of Milford, Del. She is 45' x 13'5" x 4'5", and is powered with a 150 hp. Gray engine.

Dr. John B. Moyle, a Minnesota expert, has suggested that completion of the Great Lakes-St. Lawrence Waterway might permit true eels from the Atlantic Ocean to enter the Great Lakes in large numbers, and that this might result in some natural control of the lamprey. However, Dr. Moyle admits that this is mere speculation.

To Plant Whitefish in Lake Ontario

Approximately 40,000 yearling whitefish are scheduled to be planted in Lake Ontario next year. The program will be supervised by W. J. Christie, who sampled the commercial whitefish catch from April to November 1955. At the same time, two trap nets were operated to obtain whitefish for tagging, to study their movements and exploitation.

A planting of 20,000 marked fingerling lake trout off Main Duck Island was done in cooperation with New York State by Canada, as a contribution to the lake trout rehabilitation project under way in Lake Ontario.

Markets for Fresh-water Fish Good

There is a good market for fresh-water fish, according to the Chicago and Detroit wholesale distributors and fish buyers. For some time now fresh-water supplies have been light, as a result of bad weather conditions in the Great Lakes area. Prices showed some increase.

Robbins Co. Building New Fish Plant

Chicago's first completely new fish and seafood plant in many years is now under construction for Robbins Co., Inc., mid-Western distributors for British Columbia Packers, Ltd., Vancouver. Estimated cost of the plant is \$300,000, with the new building to contain 17,280 square feet of space. It will be a one-story structure with a partial second floor, and is expected to be completed about June 1, 1956.

Johnson Outboard Parts Distributor

Waukegan Outboard Sales and Service, 2015 Grand Ave., Waukegan, Ill., has been appointed the western Lake Michigan area factory parts distributor for Johnson Motors. The territory includes Illinois, Wisconsin and Michigan's Upper Peninsula.

Co-owners of the firm are Howard Stevens and J. Hayman, who went into business two years ago, and are distributors of a complete line of marine supplies and accessories.

William H. Corrier

William H. Corrier, 69, identified with the fishing industry in Erie, Pa. for many years, died on January 8. He was captain of the fish tugs *Ruth* and *Isabelle*, and had worked for the Kolbe Co., the Union Fish Co. and the Erie Fish Co.

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Mississippi Menhaden Firm Modernizing Plant Facilities

The Mississippi Menhaden Products, Inc. has announced plans to spend close to \$500,000 on improvements at its Moss Point plant, which formerly was operated by Tuna, Inc. Four boats to supply pogies to the plant will be constructed by the Arnold V. Walker Shipyards at Pascagoula, and are expected to be in service for the 1956 season.

Other improvements call for stepped-up production, additional storage space, improved unloading equipment and modernization. Work is expected to be completed by April 1.

On Yellowfin Tuna Cruise

Continuation of a study of the yellowfin tuna is being made by the Fish & Wildlife Service's exploratory vessel *Oregon* on a month-long cruise. The vessel, which sailed January 5 from Pascagoula, was scheduled to make a call at Ponce, Puerto Rico, about January 15 and return on February 10.

Harvey R. Bullis, Jr., acting chief of the Gulf exploratory work, said the current cruise is on a commercial scale.

Landings Show Gain

Landings at Mississippi ports during the first ten months of 1955 amounted to 150.0 million pounds. Of this total, menhaden accounted for 85 percent, and 10 percent consisted of shrimp. During the corresponding period of 1954, a total of 102.0 million pounds of fish and shellfish were landed, with menhaden and shrimp accounting for 84 percent and 11 percent respectively.

The 1955 production for the ten-month period was 47 percent greater than that for the same period of 1954. A 49 percent increase in menhaden landings, a 36 percent gain in the shrimp catch, and a 38 percent increase in oyster receipts were primarily responsible for this large gain.

Landings of fish and shellfish at Mississippi ports during October amounted to 3.8 million pounds, compared with 19.1 million pounds landed during the corresponding month of 1954. This decline was primarily due to a drastic reduction in the month's receipts of menhaden.

Nevertheless, for the sixth consecutive month, menhaden, with 2.1 million pounds, led all other species in volume landed, accounting for 57 percent of the total October, 1955 landings. Compared with the same month of 1954, however, menhaden receipts were down 15.1 million pounds, or 88 percent.

Maryland Packers Favor Higher Oyster Export Tax

The Chesapeake Seafood Packers Assoc. is going to ask the next session of the General Assembly for a substantial increase in the oyster export tax. R. C. Webster, a widely known Deale Island packer, said that the packers are being forced to reduce operations to a minimum in the face of a scarcity of oysters. He blamed the shortage on wholesale exports to neighboring States—Virginia, Delaware and New Jersey.

Webster charged that tens of thousands of bushels are being exported. He said North Carolina found itself in a similar position some years ago, and imposed a tax of 50 cents per bushel for export. He suggested this figure for Maryland.

John P. Tawes of Crisfield, head of the Maryland Tidewater Fisheries Commission, said he favors a protective tax on exports. The present tax is 4 cents per bushel.

Blue Crab Committee

Charles M. Lankford, Jr., Commissioner of Fisheries for Virginia, recently announced that as chairman of the Atlantic States Marine Fisheries Commission he has appointed a special blue crab committee headed by Sterling G. Harris of Beaufort, S. C., and consisting of scientists and members of the blue crab industry from each State along the Atlantic Coast from Delaware to Florida. The members from Maryland are Dr. L. Eugene Cronin, scientist, and J. Loren Sterling, industry representative.

The program calls for cooperative research work by State laboratories and the Fish & Wildlife Service, and will require some Federal financial assistance.

Screwborer Control Methods

Fred Sieling, State marine biologist of Snow Hill, claims that many Maryland growers are not employing control methods against the screwborer, and are losing large quantities of their oysters. Control methods are: to clean all old oyster shells off the bottom before planting new beds; to screen screw-borers out of new oysters as they are being planted; after planting, set traps to remove additional screwborers that might gather.

Trapping the screwborer is accomplished by hanging heavy wire bags of young oysters in the water. Every week the bags should be raised and the screwborers removed. In a test last Summer on a 12-acre experimental plot, more than 50,000 screwborers were raised from the bottom in a short time.

The screwborer, or oyster drill, as

it is sometimes called, is one of the most deadly enemies of the oyster. It attaches itself to the oyster's shell and bores tiny holes through it to the animal.

Capt. Edward A. Jones

Capt. Edward A. Jones, prominent waterman and resident of Ewell, Smiths Island, died at his home there last month. Capt. Jones was well known in the Bay country. He was an experienced waterman, harvesting both crabs and oysters.

Alabama Plant Using Shucking Machine

The first Alabama oysters to be machine-shucked were divested of their shells last month at the Mexican Gulf Fisheries, Coden, with new equipment just installed. The tasty meat in 7 barrels of oysters was parted from the shell in exactly five minutes, an operation that would have required 8 people working 40 minutes to perform. The machine was perfected by Sterling G. Harris and Walter Jack of the Blue Channel Corp. of Port Royal, S. C.

Adam Haab, vice-president of Mexican Gulf Fisheries, reported that the mechanical oyster shucker was a definite success, and there was no "cutting" of meat or losses in the shell where the meat failed to be extracted. He added that the machine was shucking oysters which normally hand labor would cast aside as being too small to work on.

McPhillips Packing Corp. and Graham Sea Food of Bayou La Batre also are installing the new machines, and expect to be in full operation for the oyster season.

Red Snapper Catches Good

Red snapper catches were still fairly good for Mobile area fishermen last month, with Star Fish & Oyster Co. reporting from 19,000 to 27,000 lb. hauls. Star Company's new boat *Lisa G.* was expected to be ready for launching in Biloxi late last month.

Landings for October

Landings of fish and shellfish at Alabama ports during October totaled nearly 998,000 pounds, compared with 1.2 million pounds during October of last year—a decrease of 18 percent.

Shrimp continued to lead all other species in volume landed, with a total month's catch of 557,000 pounds. Mullet was in second place, followed by red snapper and oysters.

Total landings of fish and shellfish at Alabama ports during the first ten months of 1955 amounted to 11.8 million pounds. During this period shrimp, hard crabs, mullet and oysters made up 87 percent of the total.



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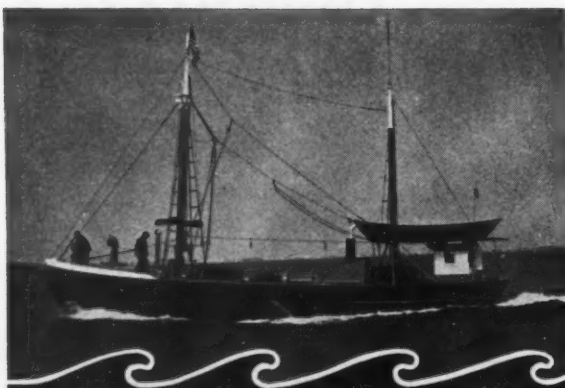
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So Says **ANTONY THOMAS**, owner of the **RICHARD & ARNOLD**, concerning the **FEDERAL VIBRA-FREE** wheel with which his vessel is now equipped. And that's the experience of everyone of the hundreds of other skippers with whom excessive vibration was a pet peeve before switching to a **VIBRA-FREE** wheel. Ask any of these men and you'll find, too, that the **VIBRA-FREE**, in addition to freeing them of the vibration which wrecks fittings as well as nerves, provides better speed in the normal cruising RPM range, more pulling power and better steering. And because they're cast of a very special alloy, these wheels last much longer than those of ordinary bronze. All-in-all, you can't spend a dollar on your vessel that will give you a better return on your money than those invested in a **VIBRA-FREE** wheel. See your **FEDERAL** dealer today, it'll pay you.



FEDERAL PROPELLERS
GRAND RAPIDS 3, MICHIGAN

California Sardine

(Continued from page 15)

populations. The information may eventually lead to accurate predictions of how many fish there are, where they are, and if they can be caught.

It seems unlikely that any marine fishery in California will face a situation more baffling than did the sardine industry in 1947-48. For several years Pacific sardines had formed the basis of one of the nation's great fisheries. Approximately half a million tons were being taken annually; in some seasons the catch went well above that figure. Monterey's Cannery Row was known all over the world; less noted but equally thriving sardine ports were San Francisco and Los Angeles Harbor, with San Diego playing a minor role.

After dropping somewhat in the early 1940's, in 1947-48 the catch plummeted to a low of a little over 100,000 tons. Several scientific agencies had investigated the fish to the best of their means. But it was clear that there was not enough factual information on hand to explain the decline fully or to predict the future of the fishery. Particularly needed was information on sardine behavior and distribution, to find out the influence of oceanic conditions.

It was under these circumstances that the California Marine Research Committee was formed by legislative action. The membership consisted of five men from the sardine industry, one public representative, and three ex-officio members—one from the Fish and Game Commission, and two from the Department of Fish and Game.

Tax on Sardine Landings

A special tax was put on sardine landings and was later expanded to cover anchovies, jack mackerel, Pacific mackerel, herring, and squid. All but a fraction of these funds has been spent by the Marine Research Committee to foster research on oceanic fishes.

Poor as it was, the 1947-48 season was by no means the lowest ebb of sardine fishing in California. Much worse was to come. In the 1953-54 season only about 3,500 tons of sardines were landed in California, virtually all from southern waters.

By that time, the scientists had worked for almost five years on intensified sardine investigations. They believed that they knew the answers to some aspects of the problem. But they had been working in an era when oceanic conditions seemed uniformly hostile to sardines. They had a great deal of detailed information on very bad years. What they sorely needed was comparable information on a better year, of which 1954-55 was the first.

The expanded sardine studies being conducted by the scientists have come to be known as the California Cooperative Oceanic Fisheries Investigations. The program was modeled upon investigations carried on continuously since 1919 by the California Department of Fish and Game and augmented after 1937 by the U. S. Fish and Wildlife Service.

The plans for the joint oceanographic-fisheries research cruises were based on investigations undertaken between 1929 and 1932 and again between 1937 and 1940 by the Department of Fish and Game and expanded in 1939 through 1941 by the cooperative efforts of Scripps Institution of Oceanography and the Fish and Wildlife Service. Scripps, Fish and Wildlife Service, California Fish and Game, and California Academy of Sciences planned the present broad program of investigations in 1947, and Hopkins Marine Station joined the work in 1951.

To date more than four million dollars has gone into this program from State, Federal, and industry sources. Of the total, the California Marine Research Committee has directed the spending of \$772,960 in the fiscal years 1948-49 to 1954-55.

Of this sum, the Scripps Institution has received 29.6 percent. Since 1949, as a rule, two university vessels have put to sea each month. These ships have sailed over 300,000 miles covering oceanic waters in a region that extends from the Oregon border to the tip of Baja California and 200 to 300 miles at sea. As a result, a large proportion

(in 1954-55, an estimated 65 percent) of the money Scripps has received through the University for marine life research has been spent on the collection of data at sea and its processing. With the Marine Research Committee grants, the Institution has been able to undertake studies of the food of the sardines, of some oceanic plants, of the genetics of sardines.

The South Pacific Fishery Investigations of the U. S. Fish and Wildlife Service has been given \$378,509, or 49.0 percent, of the sum. The Fish and Wildlife Service has used the money to expand its studies of the eggs and larvae of sardines and to continue its joint studies with the Department of Fish and Game of the commercial catch, and to participate in the routine oceanic surveys.

The California Department of Fish and Game has received 7.8 percent of the total. Through its regular budget the Department has conducted young fish and adult fish surveys, has kept records of the catch and age and sizes of sardines, mackerels and anchovies as well as all other commercial species, has participated in the important scale reading program, and has collected material at sea for the use of the other agencies.

The California Academy of Sciences has received 7.5 percent of the total. This agency has conducted studies of live sardines in the Steinhart Aquarium, investigating schooling behavior, feeding behavior, differences in behavior at different controlled temperatures, and behavior in an electrical field. This last opens up at least the possibility of a new method of selective fishing, since sardines swim toward the positive electrode, and the largest fish are most easily affected.

Stanford University's Hopkins Marine Station at Pacific Grove joined the program in the 1951-52 fiscal year. It has received 2.7 percent of the total, using the money to conduct oceanographic studies in and near Monterey Bay, which will be of great value, particularly at such time as sardines return to that area.

In addition to these tasks accomplished, valuable new information has been gained on species that are now little exploited or not at all, such as hake and sauries, which have been found to be present in large numbers. The Marine Research Committee has thus been instrumental in the progress of a program that has enormously expanded knowledge of California waters.

Net Lifters Speed Fishing

(Continued from page 17)

be adjusted to accommodate the rate at which the netting is stowed or to allow proper removal and stowage of fish.

It is claimed that the mechanical net lifter works as well with hook and line gear as with netting. During World War II, many mechanical lifters were put into service off Florida and California in the soup-fin shark fishing industry.

Mechanical net lifters are furnished for mounting on either the starboard or port side of boats. The majority of lifters, in service, are so arranged as to allow the net or line to feed into the roller from a curve trailing slightly aft. This curve or loop is formed by running parallel to the set at a distance of about 30 or 40 ft. The boat and lifter speeds are then adjusted to allow a constant curve of net from the line of set aft 30 to 40 feet and then forward into the roller and lifter.

Pulling from a loop facilitates the operation of the boat and lifter. The reserve of net in the loop aft permits operation with variations in speed of both boat and lifter. Strain on gear, due to surging of the boat, is absorbed in the loop type of operation.

In shallow water fishing, which is common on some of the Canadian lakes, the loop system, with its slack gear, would cause snagging on rocks. Here, the lifter is mounted forward and netting is hauled over the starboard bow; actually the lifter is allowed to pull the boat, lifting the gear as the boat moves forward. The spring connection between the drive shaft and head acts as a cushion to prevent damage to gear due to snagging.

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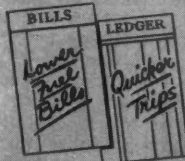


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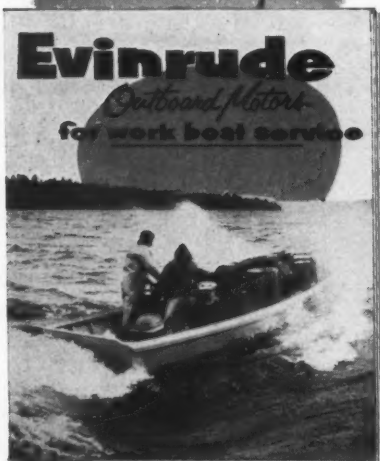
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North Carolina Commissioner Opposes Three-Year Ban on Oystering

C. G. Holland, State Fisheries Commissioner, believes that oyster bottoms in North Carolina coastal waters should not be closed for three years as has been discussed in some quarters. He stated that while it is true that the oystermen have not made much this season, he could not see how they could get along if they were denied the privilege of oystering for three years or more.

In his six months' activity report prepared for submission to the State Board of Conservation and Development, Mr. Holland reported that oysters have shown a decrease in production due to three hurricanes and too much fresh water.

Despite bad weather much of the time, the production of shrimp increased about 346,000 pounds over the corresponding period last year. Menhaden fishermen have ended the biggest season they ever experienced, and foodfish showed an increase of about one million pounds over the same six months' period in 1954.

Waterway Projects

Four North Carolina waterway projects are included in the Federal budget for 1956-57, and will be of benefit to fishermen of the area. They are the harbor at Marshallberg, waterway from Pamlico Sound around Harkers Island, Rollinson Channel into Hatteras from Pamlico Sound, and Wilmington harbor.

Seek More Processing Plants

The North Carolina Board of Conservation and Development's Commerce and Industry Committee has authorized its chairman, Robert M. Hanes of Winston-Salem, to name a committee to work with a similar group from the Commercial Fisheries Committee, in an attempt to establish more processing plants.

A progress report of William A. Ellison, Jr., named recently to study ways and means for setting up of seafood processing facilities in Eastern North Carolina, was put before the Board's Commerce and Industry and Commercial Fisheries Committees. Ellison said his final report, which will contain his complete findings and recommendations for development of the seafood industry, will be completed soon.

The joint committee will then embark on its efforts to help establish processing plants wherever possible to pack seafood now being processed by plants in other States.

Oystermen Doing Fairly Well

Oystermen are doing fairly well in Back Bay and West Bay, according to C. G. Holland, Commercial Fisheries Commissioner. These bodies of

water are located around Cedar Island.

West Bay was to stay open through February 4. Dredging and tonging are permitted there.

Back Bay was reopened January 2. This is open only for tonging, and the tongers are doing well. The oyster season closes March 1.

Capt. Ernest Nelson

Capt. Ernest Nelson of Beaufort, long-time employee of the Commercial Fisheries Division, State Department of Conservation and Development, died last month. He was the son of the late Capt. John A. Nelson, who served the Fisheries Division for more than 50 years. The younger Nelson was chief captain of the Fisheries Division's patrol boats.

South Carolina Public Oyster Beds Proposed

Alonzo B. Seabrook, head of the South Carolina Commercial Fisheries Division, has recommended that State oyster beds be established. He stated that he felt sure shell could be obtained free if the State would furnish planting labor. The program could become a permanent asset and would utilize currently unproductive areas as well as encourage oyster lessees to cultivate their lands more extensively, Mr. Seabrook said.

The Wildlife Resources Commission should have the right to establish fish sanctuaries and close commercial fishing during spawning seasons, according to Mr. Seabrook. He also suggested the teaching of conservation in public schools, use of conservation-type commercial fishing nets, and compilation of data on the State's fish resources.

"We should continually check commercial catches to ascertain the increase or decrease of the various species of fish", he continued. In conjunction with this, Seabrook recommended employment of a trained statistician.

Regarding seasons, Seabrook noted the Commission should have the right to close a season on any species when it is found that the particular species is being depleted. Seasons in the fisheries industry should be flexible, depending upon the elements which influence production, he maintained.

Mr. Seabrook recommended that fishermen should use only gear and nets which would cause a minimum of destruction. A thorough investigation should be made, he said, to determine the proper nets and gear.

Massachusetts Research Vessel Catches Deep-Water Lobsters

The exploratory trawler *Delaware* returned to Boston on January 28 with more than seven thousand pounds of deep-water lobsters, caught at the edge of the Continental Shelf. Exploratory trawling operations were conducted in three areas, and in each area successive tows were made in depths between the 100 and 400 fathom range. Best single catch was made in the 200-275 fathom depth range—132 lobsters.

A total of 415 lobsters were tagged and released where caught, and 62 lobsters were tagged and released in shallow water in the Beverly area.

Of the 1,041 lobsters taken, 56% were females and 44% males.

Boston Fish Pier Landings for Year

A total of 136,502,000 pounds of fish were landed at the Fish Pier during 1955, with an average price of \$6.76 a hundredweight. Figures for 1954 were 151,233,000 pounds of fish, with an average price of \$7.12. In 1955 a total of 2650 trips were made, compared to 2812 in 1954.

O'Brien Trawlers Resume Fishing

After being tied up since last May because of a crew-size dispute, the five trawlers of the R. O'Brien & Co. Inc. fleet, Boston, were expected to be back in operation this month.

The *William J. O'Brien*, Capt. John Murphy, sailed on Jan. 31, and the *Thomas Whalen*, Capt. William Hanlon, left for the grounds on Feb. 1. The *Weymouth*, *Plymouth* and *Atlantic* were readied for fishing.

The tie-up resulted from the owners' contention that only 15 men instead of 17 should be required to man the boats. Prior to the War, the regulation crew had been 15, but 2 more men were added to accommodate surplus crewmen who lost their berths when several trawlers were requisitioned by the Government. However, the Union is said to have refused to meet the owners' demand, and the vessels still will carry 17 men.

Mass. Fisheries Assoc. Re-elects Carlson

All officers of the Massachusetts Fisheries Association were re-elected on January 26 at the annual meeting held at the Association office on Boston Fish Pier. President is James S. Carlson of Baker, Boies & Watson; vice-president, David Choate, Sr., P. H. Prior Co.; treasurer, John F. Dolan, L. B. Goodspeed Co., Inc.; assistant treasurer, S. K. Jones, Booth Fisheries Corp.; secretary, Patrick J. Callahan, O'Hara Bros., Inc. Thomas D. Rice continues as executive secretary.

Two new directors were elected: Ralph Ventola, Diamond Fisheries, Inc., and Walter Shute, Coral Sea Fisheries. Other directors are: Frank J. Delahoyde, Bay Fish Co.; James G. Fitzgerald, Eastern Sea Foods Co.; Gerard Fulham, Fulham Brothers, Inc.; Sidney Cohen, Shamrock Fisheries, Inc.; Gregory Sacca, Blue Sea Fish Co.; Wm. Sullivan, Cassius Hunt Co.; Harold Randlett, F. E. Harding Co.; Ralph Chiacchio, John Burns Co.; and the officers.

Record Size Scup Taken

What is believed to be the largest scup ever taken from waters in the Stonington, Conn. area was landed by the dragger *Old Mystic*, Capt. George Berg. The fish weighed 8½ pounds, was 25 inches long and 22 inches around at its thickest part. Normal large scup run about 3 pounds in weight.

The fish is now at the Marine Biological Laboratory at Yale University, where proper identification will be made.

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EQUIPMENT and SUPPLY NEWS

Ritchie Offers New Lightweight Binnacle

E. S. Ritchie & Sons, Inc., Pembroke, Mass., is offering a new lightweight Navy-type binnacle which meets shipboard requirements of rugged and functional design. This binnacle retains the same lines and dimensions of the familiar Ritchie modified Navy binnacle, while giving savings in weight and cost over the bronze model.

The body, door, and sphere arms are cast from modern aluminum alloy specifically formulated for resistance to salt spray and widely used by the Navy for various marine applications. The dome is spun from heavy, corrosion-resistant sheet aluminum. All aluminum parts are anodized and finished with protective coating.

Designed for use with the 7½" Navy Standard compass, the new binnacle easily can be adapted for use with other models, including Ritchie's line of Globemaster compasses.



New lightweight Ritchie binnacle.

Three Makers of Waterproof Clothing Merge

The merger has been announced of three of the country's oldest manufacturers of rainwear and protective clothing used in the fishing and marine industries—The H. M. Sawyer & Son Co. of Cambridge and Watertown, Mass., the J. F. Carter Co. of Beverly, Mass., and the A. J. Tower Co. of Boston. The new organization, to be known as Sawyer-Tower, Inc., combines three firms each more than 115 years old.

The president of the new organization will be Charles L. Foote, who has been head of The Sawyer Co. Merger of the three companies will increase efficiency in research, development, production, marketing and distribution. Each firm will operate as an independent division of the parent organization.

The older of the three concerns, the A. J. Tower Co., was founded in Boston in 1836, and pioneered in the development of the oiled waterproof clothing known as slickers. The firm's Fish Brand slickers originally were made and sold principally to fishermen and others who followed the sea. Although the early slickers were waterproofed with animal oils, the Tower Company, together with its J. F. Carter Division in Beverly, has added new and improved fabric coatings as they were developed.

Long a leading producer of rainwear for industry, the 115-year-old H. M. Sawyer Co. has in addition specialized in protective and safety clothing since 1948. The firm, which makes Frog Brand clothing, also operates a Coated Fabric Division in Watertown, Mass.

Hallett, Mercury Outboard Sales Manager

The appointment of James Hallett as sales manager for Mercury outboard motors has been announced by Armand A. Hauser, vice-president of the Kiekhaefer Corp., manufacturer of the Mercury line. Mr. Hallett has been associated with Kiekhaefer as assistant sales manager for two years, and has been active in the industry for several years. As sales manager, Hallett will direct the Kiekhaefer sales force and distributor group from the Company's headquarters in Fond du Lac, Wis.

Another step in Kiekhaefer Corporation's present ex-

pansion program is the establishment of a modern brick, fireproof warehouse at 228 Fairwood Ave. in Charlotte, North Carolina, to serve the Mercury dealers in that area. The new warehouse is presently staffed to provide overnight shipping service to Mercury dealers located in North Carolina, Virginia and various sections of Maryland, West Virginia and Kentucky. Area Representative Vern Klumb is in charge.

Booklet on Fiberglas Products

Owens-Corning Fiberglas Corp., Toledo 1, Ohio, has published a 30-page brochure illustrating and describing Fiberglas products used in the marine industry. Designed to provide the shipbuilder and Naval Architect with a concise summary of the specification compliance of Fiberglas products, the publication includes six graphs, five tables, five sketches and 52 photographs.

Products made of or with Fiberglas materials include pipe, cold storage, high temperature, duct and hull insulations; electrical cable insulation; and flotation fiber for life jackets.

Bendix Offers New Marine Radar Brochure

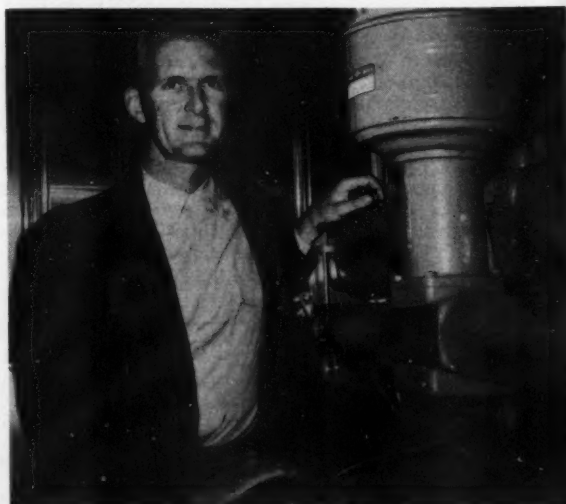
An 8-page, two color brochure concerning the new Bendix marine radar, Model MR-3A, is now available from Pacific Division, Bendix Aviation Corp., 11600 Sherman Way, North Hollywood, Calif. The brochure describes the new radar in detail, and complete specifications also are included.

Bendix recently was awarded a U. S. Coast Guard contract for 57 new MR-3 marine radars, which will be used on the Coast Guard's patrol and rescue vessels. The Bendix MR-3, a high performance, low cost marine radar, also is being produced for use on fishing craft.

Morehead Shipbuilding Now Murphy Dealer

The Morehead City (N. C.) Shipbuilding Corp., builders of Hatteras and Downeaster Beam Trawlers, has been designated by the Murphy Diesel Co. as its marine engine dealer in North and South Carolina. The concern also will sell Murphy Diesel electric generating sets.

Leslie Vickers, Jr. has joined the shipyard's staff, and



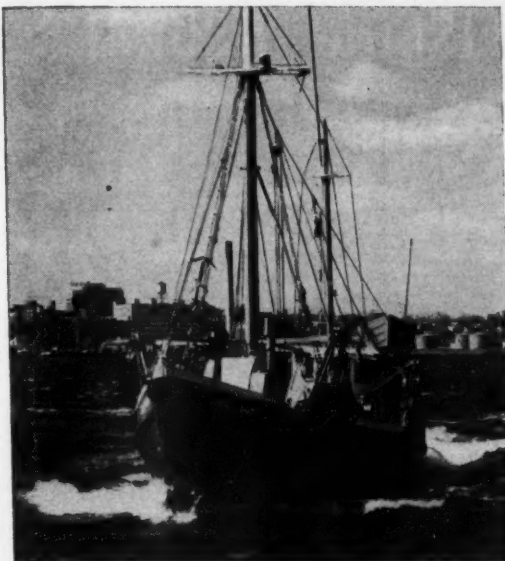
Leslie Vickers, Jr., who will be in charge of sales and service of Murphy Diesels at the Morehead City (N.C.) Shipbuilding Corp. The shipyard recently was awarded the Murphy Diesel dealership for North and South Carolina.

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... says Joseph Roderick of Provincetown, one of the many satisfied Caterpillar* Marine Engine owners. In the hold of his *Jimmy Boy* there is a new 150 H.P. Cat* D13000, but he has had long, happy service from other Caterpillar Marine Engines.

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Main Office: 376 Dorchester Ave., Boston, Mass. Phone: ANDrew 8-4660

his primary duty will concern the sales and servicing of the Murphy engines. He also will assist John E. Naf, who has charge of Southern sales of boats.

Mr. Vickers is an alumnus of North Carolina State College, where he studied Diesel engine maintenance and operation. He spent five years as a shrimp fisherman off the Florida coast, and he also did Diesel maintenance and repair work in the Florida territory.

International Offers New Metallic Putty

A new Interlux No. 38 metallic putty has been developed by International Paint Co., Inc., 21 West St., New York 6, N. Y. The putty is ideal for rush work where time and weather are the governing factors, as it dries hard without cracking or checking in ½ to 1 hour.

The new putty can be used for facing-up steel and wood, for filling dents, gouges and abrasions, and can be sanded to a feather edge. Wood surfaces first must be given a prime coat of oil or varnish type paint. For spraying or brushing, the putty should be reduced with International's Special Reducer No. 39.

Aeroquip Flexible Piping Catalog

A new marine catalog, containing pertinent data on an extensive line of flexible hoses and reusable fittings for the marine industry, has been released by Aeroquip Corporation.

The forty-page book is fully illustrated and includes planning information, bend radii data, pressure and vacuum data and other important engineering information on flexible piping for marine applications.

The catalog contains complete specifications on lines and fittings for use with Diesel fuel, lube oil, hydraulic fluid, LP-Gas, Freon 12, and steam, salt, fresh, and drinking water lines.

Copies of the new marine catalog may be obtained by writing Aeroquip Corp., 300 South East Ave., Jackson, Mich., requesting Catalog No. 300.

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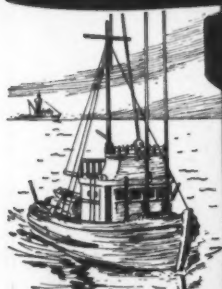
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Goodyear Improves Ice Slinger Hose

An improved model of Goodyear Tire & Rubber Company's ice slinger hose is being placed on the market for 1956. Designed to blow crushed ice into fishing boats, the hose is said to be lighter, more flexible and easier to handle than the 1955 model.

Given the code number 25W336, the new hose will carry a lower price tag than the earlier version. It is a wire-inserted, hand-built hose with a smooth, $\frac{1}{8}$ " tube compounded of special rubber with extreme resistance to abrasion. The cover is fluted.

The new Goodyear ice slinger hose will be available in sizes with inside diameters ranging from 3" to 5" and lengths from 3' to 50'.

Newton, White Diesel Sales Manager

J. H. Newton has been appointed as sales manager of the White Diesel Engine Division of the White Motor Co. Mr. Newton, who received a degree in engineering from the University of Illinois and the Chicago Technical Institute, has been associated with the heavy duty Diesel engine industry in sales for the past 19 years. He joined the Diesel Engine Division sales activity in Springfield, Ohio, during 1948, and prior to that time was associated with Fairbanks, Morse and Co. for 12 years.



J. H. Newton

Nordberg Gasoline Marine Engine Bulletin

Publication of a new 20-page, three color bulletin describing the complete Nordberg gasoline marine engine line has been announced by Nordberg Manufacturing Co., Milwaukee 1, Wis. The Nordberg line covers a range from 60 to 155 hp., and includes the four-cycle, six cylinder, 155 hp. Knight, 130 hp. Tarpon, 110 hp. Marlin, 110 hp. Bullet, 95 hp. Arrow, 95 hp. Bluefin and four cylinder, 60 hp. Colt.

The bulletin features all of the seven Nordberg engine models, and each engine is pictured and detailed specification data are given. Complete dimensions for all engines with each reverse and reduction gear combination also are included in the bulletin.

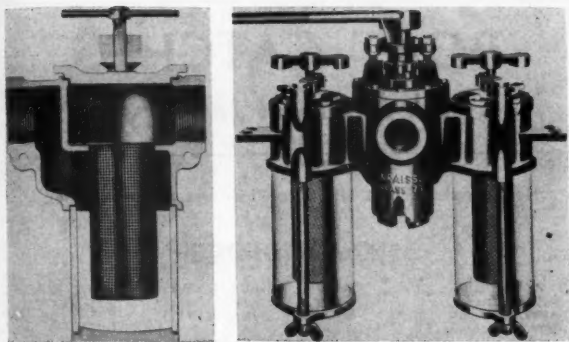
Johnson, Assistant Manager of Northill

J. D. Johnson, formerly a sales engineer for The Garrett Corporation's Airsupply Division, has been appointed assistant manager of the Northill Company, a Garrett subsidiary. E. H. Messereau, manager of Northill, announced that Johnson will help coordinate sales and distribution of the Northill lightweight anchor, as well as other marine products which the company is developing for production in the near future.

New Caterpillar "Matched Power" Booklet

To help owners fit the engine to the boat, Caterpillar Tractor Co., Peoria, Ill., recently published "Matched Power". In eight pages packed with illustrations, this booklet shows Caterpillar marine engines and self-regulated electric sets used in river and ocean-going boats the world over. A cut-away illustrates the adjustment-free, trouble-free fuel injection system used on all Caterpillar Diesels.

As a special aid in building new boats or repowering present boats one page is scaled 1:35. Cutouts of all Caterpillar marine propulsion engines and marine electric sets are scaled for fitting into engine rooms. Complete specifications are given to allow matching the engine to needs and space.



Left: Cutaway of single Kraissl Sea-View water strainer for use on marine engines. Right: Kraissl strainer in duplex model.

Kraissl Water Strainers for Engines

Kraissl Class 73 Series Sea-View strainers are specifically designed to prevent clog-up of water pumps and heat exchangers on marine engines. With direct cooling, marine debris can jam cooling water pump at any time and under the most hazardous circumstances, causing the engine to become inoperative, and frequently resulting in major repairs. Marine debris also can clog up heat exchangers.

The Kraissl Sea-View strainers have transparent plastic type sump, permitting visibility of cooling water flow and collected marine debris. Interchangeable interior or exterior flow characteristics permit collection of debris in removable basket or in removable transparent sump. Where exterior flow is used, the debris can be collected in the removable sump and the basket filled with crystals of conditioning chemicals to reduce salt water corrosion.

Both single and duplex strainer units are available in a wide range of sizes, and there is also a wide range of strainer baskets for any desired degree of separation. Standard Kraissl Class 73 Series strainers are manufactured with top section of bronze and bottom section of transparent plastic material. Standard strainer baskets are of perforated brass.

The strainers are designed with internal channels of an area not less than the pipe size for which they are supplied, which is of great importance in avoiding restriction of flow. More information is available from The Kraissl Co., Inc., 299 Williams Ave., Hackensack, N. J.

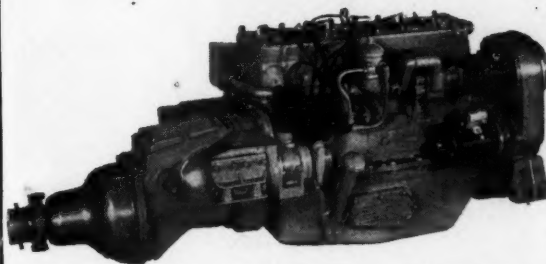


L. N. (Roy) Duckworth, new branch manager of the Twin Disc Clutch Company's Sales Engineering Office at 15-17 Fenwick St., Newark, N. J. Mr. Duckworth, a graduate engineer, has had extensive experience in mechanical and hydraulic power transmission sales and application. He was sales engineer for Gates Rubber Co. and Worthington Pump and Machinery Corp. in New York for 20 years. For the past six years, he has been with Dixon Marine Industrial Power Transmission, Inc., an authorized parts station for Twin Disc.

Pamphlet on New Twin Disc Gear

Bulletin 307 on the new Twin Disc MG-511 marine reverse and reduction gear has been released by the Twin Disc Clutch Co. of Racine, Wis. All the advanced features of the new marine gear are described and illustrated, including: unusually short length of 17 7/8" from the SAE housing flange to the output propeller shaft flange; rubber block drive; finger-tip control; oil-actuated, oil-cooled, multiple plate clutches; all components easily accessible for servicing; full horsepower operation in both forward and reverse; all gears straddle-mounted on anti-friction bearings.

CHRIS-CRAFT... world's best buy in marine engines



Model WBS, 200 hp

Horsepower for horsepower, you can't buy better marine engines than dependable, smooth-performing Chris-Craft. They are the ultimate in marine-engine quality and stamina; give long life at low upkeep cost; and are packed with features.

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158, and 200 hp, with reduction drives, opposite rotation, and *Chris-O-Matic* (exclusive automatic clutch control) for most models. See your Chris-Craft dealer, or mail coupon today!

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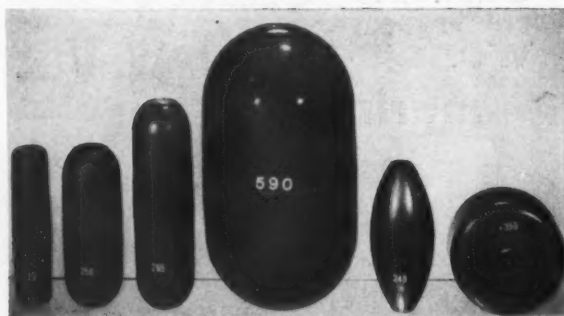
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★ Maximum Buoyancy ★ Will Not Absorb Water
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ALL GILL-NET SIZES FROM 1½" x 5" to 5" x 9"
ALSO MODELS FOR SEINES

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"Finest Floats Afloat"

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when you use a net made of NYLOCK



NYLOCK
NYLON TWINE

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- Catches more fish
- No drying
- Less knot slippage
- No preservatives
- Lasts much longer
- Easier to handle

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**HEMINWAY
& BARTLETT**

NYLOCK NYLON TWINE

Produced by The Heminway & Bartlett Mfg. Co., 500 Fifth Ave., N. Y. 36

BOAT CATCHES

For Month of January

Hailing fares. Figure after name indicates number of trips.

NEW BEDFORD

Adventurer (3)	26,800	Katie D. (3)	129,500
Anastasia E. (2)	7,100	Lorine III (1)	13,000
Annie Louise (2)	8,700	Marie & Katherine (1)	21,900
Annie M. Jackson (2)	33,600	Mary E. D'Eon (2)	72,500
Arnold (2)	11,500	Mary Tapper (3)	68,000
Austin W. (1)	28,000	Midway (2)	38,200
Barbara M. (2)	45,500	Molly & Jane (1)	28,000
Bernice (1)	5,400	Nautilus (2)	70,500
Capt. Deebold (2)	25,600	Nellie M. Stanley (1)	9,800
Carl Henry (2)	38,500	Pauline H. (2)	113,000
Charlotte G. (1)	12,300	Phyllis J. (1)	11,500
Christina J. (2)	48,500	Roann (1)	16,000
Comber (2)	24,500	Roberta Ann (4)	74,800
Connie F. (1)	35,500	Rose Jarvis (2)	9,300
Dauntless (2)	28,500	Rosemarie V. (2)	20,300
Elva & Estelle (2)	6,200	Rush (2)	61,000
Elva L. Beal (3)	16,100	Ruth & Nancy (1)	8,300
Eugene & Rose (1)	22,000	R. W. Griffin, Jr. (3)	93,000
Eunice-Lillian (1)	29,000	St. Ann (1)	6,300
Gannet (2)	85,500	Sea King (2)	35,500
Gertrude D. (1)	34,000	Shannon (1)	13,000
Gladys & Mary (2)	52,500	Solveig J. (2)	61,500
Growler (2)	61,200	Sonya (1)	22,000
Harmony (2)	17,000	Stanley B. Butler (4)	155,500
Hope II (4)	81,700	Sunbeam (2)	43,900
Huntington Sandford (2)	13,100	Theresa R. (1)	31,700
Invader (2)	65,000	Venture I (2)	36,900
Ivanhoe (2)	31,100	Victor Johnson (3)	35,300
Jacintha (1)	42,000	Viking (2)	39,600
Janet & Jean (3)	60,000	Whaler (3)	95,500
Jeannie Ann (2)	30,800		
Jimmy Boy (1)	12,000		
Julia DeCruz (2)	31,100		

Scallop Landings (Lbs.)

Aloha (1)	11,000	Laura A. (1)	10,500
Alper (2)	19,000	Lauren Fay (1)	11,000
Amelia (1)	7,800	Linus S. Eldridge (3)	29,000
Babe Sears (1)	6,500	Louise (2)	20,500
B. & E. (1)	2,800	Louis A. Thebaud (2)	10,700
Barbara (2)	5,000	Lubenray (2)	11,300
Bobby & Harvey (2)	6,900	Malene & Marie (1)	6,500
Brant (1)	7,500	Marmax (1)	4,500
Bright Star (2)	19,000	Mary Ann (1)	11,000
Camden (1)	9,000	Mary J. Hayes (1)	11,000
Caracara (2)	19,500	Monte Carlo (2)	13,000
Carol & Estelle (1)	9,500	Moonlight (2)	12,000
Catherine & Mary (1)	8,000	Nancy Jane (1)	10,000
Charles S. Ashley (1)	3,300	Nellie Pet (2)	21,500
Debbie Jo-Ann (1)	10,800	New Bedford (2)	19,000
Dorothy & Mary (1)	7,000	Newfoundland (1)	9,500
Edgartown (1)	11,000	Noreen (2)	20,000
Eleanor & Elsie (2)	16,200	Palestine (1)	4,000
Ethel C. (1)	6,000	Pearl Harbor (1)	6,000
Fairhaven (1)	11,000	Pelican (1)	11,000
Falcon (1)	1,800	Porpoise (2)	14,300
Fleetwing (1)	6,500	Ruth Moses (2)	15,500
Friendship (1)	4,000	Sea Ranger (2)	17,500
Jerry & Jimmy (2)	20,500	Ursula M. Norton (1)	11,000
John G. Murley (1)	11,000	Vivian Fay (1)	11,000
Josephine & Mary (2)	5,700	Wamsutta (2)	13,500
Kingfisher (1)	5,500	William D. Eldridge (2)	22,000
		William H. Killigrew (1)	11,000

STONINGTON, CONN.

America (3)	1,500	Lt. Thos. Minor (11)	8,500
Bette Ann (9)	7,900	Lisboa (1)	800
Carl J. (1)	900	Little Chief (7)	3,800
Carol & Dennis (1)	1,800	Marise (8)	5,000
Carolyn & Gary (9)	6,900	Old Mystic (7)	5,600
Connie M. (8)	7,100	Our Gang (3)	7,200
Fairweather (5)	5,400	Rita (1)	2,800
Five Sisters (5)	5,400	Theresa (1)	800
Irene & Walter (10)	17,200	William B. (9)	11,500
Jane Dore (9)	9,000		

ROCKLAND, ME.

Crest (1)	300,000	Ocean (1)	280,000
Dorothy & Betty II (1)	8,000	Squall (2)	470,000
Drift (2)	562,000	Storm (1)	290,000
Helen Mae II (1)	10,000	Surf (2)	510,000
John J. Nagle (2)	125,000		

Scallop Landings (Lbs.)

Jeanne D'Arc (1)	14,000	Rhode Island (1)	6,000
Pocahontas (1)	11,000		

GLOUCESTER, MASS.

Alden (3)	12,500	Mary E. (2)	1,000
Ann & Marie (2)	1,500	Minkette I (3)	5,000
Anna Guarino (2)	3,000	Morning Star (2)	17,500
Annie (2)	2,500	Mother Ann (1)	260,000
Annie & Josie (4)	8,000		
Anthony & Josephine (7)	17,500	Nancy & Maria (4)	7,000
Carlannusl (6)	10,000	New Star (1)	2,500
Catherine B. (6)	80,000	Njorth (3)	2,000
Cigar Joe (3)	27,000	No More (2)	7,000
Curlaw (2)	122,000	Nova Luna (1)	1,000
Cushmere (2)	148,000	Ocean Life (1)	290,000
Dawn (2)	2,500	Peggy Belle (2)	1,500
Dolphin (1)	120,000	Phyllis A. (1)	3,000
		Pioneer (5)	5,500
Eagle (1)	58,000	Ponce De Leon (3)	2,000
Eddie & Lulu M. (4)	4,500	Prosperity (6)	16,000
Eva M. Martin (1)	2,000		
Eva II (4)	5,000	Rodman Swift (2)	2,000
Falcon (6)	20,000	Rose & Lucy (4)	12,000
Flow (1)	141,000	Rosemarie (1)	10,000
Frances R. (5)	36,500	Rosie & Gracie (4)	18,000
Frankie & Jeanne (2)	4,000		
		Sacred Heart (1)	1,500
Gertrude E. (3)	3,000	St. Anna Maria (3)	18,000
Giacoma (4)	8,500	St. Anthony (1)	32,600
		St. Cabrini (3)	24,000
Hilda Garston (1)	2,500	St. Francis (5)	14,000
Holy Family (2)	218,000	St. John (4)	6,500
Holy Name (2)	7,000	St. Mary (5)	43,000
Ida & Joseph (3)	61,000	St. Nicholas (1)	97,000
Immaculate Conception (2)	7,000	St. Peter (3)	21,000
Irma Virginia (6)	6,500	St. Providence (7)	10,500
		St. Rosalie (2)	2,500
Jennie & Lucia (2)	28,000	St. Stephen (4)	5,000
Joseph (3)	140,000	St. Teresa (1)	2,000
Josie II (2)	7,000	Salvatore & Grace (2)	17,000
Judith Lee Rose (1)	270,000	Santa Lucia (2)	8,500
		Sebastiana C. (5)	76,500
Kingfisher (1)	230,000	Serafina N. (3)	23,000
Kurta (1)	1,000	Serafina II (3)	20,000
		Star of the Sea (2)	35,000
Lady of the Rosary (3)	22,000	Sunlight (1)	3,900
Linda B. (7)	17,500		
Little Flower (6)	38,000	Theresa M. Boudreau (2)	352,000
Little Joe (5)	8,500	Trimembral (4)	7,000
Lone Ranger (4)	5,000		
Luckmees (2)	83,000	Vagabond (1)	6,000
		Victoria (2)	1,500
Madonna Di Siracusa (3)	3,500	Villianova (1)	190,000
Margie L. (4)	3,000	Vincie N. (1)	4,000
Maria Immaculata (6)	21,000	Virginia Ann (5)	15,500
Mary (8)	12,000		
Mary Ann (2)	11,000	White Owl (5)	8,000
		Wild Duck (1)	48,000

Scallop Landings (Lbs.)

B. Estelle Burke (1)	10,000	Francis L. MacPherson (1)	10,000
Cap'n Bill (1)	5,000		

PORTLAND, ME.

Agnes & Elizabeth (3)	90,500	Kennebec (2)	74,000
Alice M. Doughty II (3)	55,500	Median (1)	275,000
Andarte (1)	19,000	Minnie (1)	240,000
Courier (3)	67,000	St. George (1)	38,500
Dorothy & Ethel (1)	2,000	St. Joseph II (1)	1,500
Dorothy & Ethel II (1)	9,000	Silver Bay (1)	165,000
Elinor & Jean (3)	61,000	Theresa R. (3)	144,000
Ethelina (2)	68,000	Vandal (3)	58,000
Ethelina II (1)	11,000	Wawenock (1)	195,000
Gulf Stream (2)	200,000	Winthrop (3)	164,000

Scallop Landings (Lbs.)

Maria-Julia (1)	7,000
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WOODS HOLE, MASS.

Cap'n Bill II (2)	82,500	Priscilla (1)	3,900
Elva & Estelle (2)	5,200	Priscilla V. (2)	18,900
Gertrude D. (1)	2,200	Southern Cross (2)	10,000
Madeline (2)	6,800	Three Bells (3)	8,500

Scallop Landings (Lbs.)

Palestine (2)	1,600
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NOW...

UP-TO-DATE **LORAN**
at Practical Cost!



EDO Direct-Reading LORAN

Now you can have the most modern Loran equipment at lowest cost ever... for time-saving, fuel-saving navigation accuracy. The new model 262 Edo Loran gives you quick, directly-read position indication with no complicated calculating. Designed by Edo, famed builder of Navy Sonar, underwater detection gear and other marine electronic equipment of *highest possible quality*.

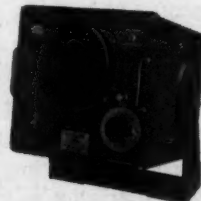
You Want These Superior EDO Features

- Only 28 tubes including cathode ray tube and rectifiers. Means far simpler servicing.
- Single, compact, light-weight, self-contained unit.
- Lower power consumption: 200 watts, 115 volts @ 60 cycles.
- The unit can be mounted on table, overhead or bulkhead.
- Large direct-reading dials especially illuminated for night use. Recessed CRT requires no hood.
- Delay is not stored and cannot drift.

Send for the new brochure on the Edo
Model 262 Loran

Find FISH FASTER with EDO FISHSCOPE!

Finest electronic fish finder available. EDO FISHSCOPE locates schooled fish on cathode ray tube, multiplies view 20 to 40 times. Don't be satisfied with less than the best. Increased hauls prove FISHSCOPE's superiority. Write for brochure.



Edo CORPORATION
College Point, L.I., N. Y. SINCE 1925

Here's a rope to brag about!

ROEBLING PREFORMED

SPECIAL GALVANIZED



NEXT TIME you buy fishing rope, make it the best rope on the market today... Roebling Preformed Special Galvanized. This rope brings you three outstanding advantages:

- 1—Special galvanizing that gives every wire in the rope absolutely top resistance to corrosion.
- 2—A fibre core impregnated with a preservative that prevents excessive absorption... greatly lessens the destructive effects of salt water, fungi, mildew and electrolysis.
- 3—Roebling preforming that makes the rope easier to handle, brings smoother drum winding and helps prevent kinking and whipping.

And besides Preformed Special Galvanized, there's a Roebling wire rope that will give you top efficiency and long-run economy for standing rigging and every other service. Call your distributor or the nearest Roebling office. They are listed in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.



ROEBLING

Subsidiary of The Colorado Fuel and Iron Corporation

NEW YORK

Barbara & Gail (1)	25,000	Figueira Da Foz (3)	134,500
Carol-Jack (2)	55,500	Golden Eagle (3)	153,500
Catharine C. (2)	45,500	Hazel B. (4)	183,500
Charlotte M. (4)	197,800	Joseph S. Mattos (3)	137,500
Clipper (4)	191,400	Lady of Good Voyage (3)	111,000
Edith L. Boudreau (3)	140,600	Manuel P. Domingoes (3)	149,600
Evelina M. Goulart (4)	203,500	Miriam A. (3)	64,000
Felicia (3)	99,300	Tina B. (2)	122,000

Scallop Landings (Lbs.)

Beatrice & Ida (2)	13,200	Muskegon (1)	3,800
Clipper (3)	8,300	Norseman (2)	9,800
Enterprise (1)	8,000	Richard Lance (1)	2,500
Florence B. (1)	10,400	Rosalie F. (2)	9,800
Maridor (1)	9,500	S. No. 31 (2)	4,000

BOSTON

Acme (1)	3,300	Mary & Joan (2)	140,000
Addie Mae (2)	5,400	Mary Rose (2)	130,400
Agatha (2)	53,400	M. C. Ballard (1)	34,000
Agatha & Patricia (4)	75,000	Michigan (1)	71,000
Angie & Florence (1)	5,800	Mother Frances (3)	85,300
Arlington (3)	264,200	Nancy B. (1)	18,600
Baby Rose (2)	126,700	New Star (2)	138,700
Bay (3)	212,400	Notre Dame (2)	39,300
Bonaventure (3)	137,600	Nova Antonio (2)	4,400
Bonnie (3)	302,900	Ocean Wave (2)	53,300
Bonnie Billow (2)	124,200	Ohio (2)	113,500
Bonnie Breaker (2)	155,400	Olympia (2)	20,200
Bonnie Breeze (2)	175,000	Olympia LaRosa (2)	23,200
Brighton (3)	237,900	Pam Ann (3)	162,400
Buzz & Billy (1)	24,900	Patty Jean (2)	177,200
Cambridge (2)	141,500	Phantom (3)	212,300
Catherine B. (4)	31,900	Pilgrim (2)	54,800
Columbia (3)	116,900	Puritan (2)	51,100
Comet (1)	54,300	Racer (2)	260,200
Dolphin (1)	18,700	Raymonde (3)	123,700
Doris F. Amero (2)	39,200	Red Jacket (2)	213,000
Elizabeth B. (1)	59,000	Rosa B. (2)	176,800
Emily H. Brown (1)	41,500	Rosalie D. Morse (2)	124,800
Flying Cloud (3)	260,200	Rosie (2)	5,400
Four (2)	141,500	Rush (3)	246,400
Geraldine & Phyllis (3)	91,100	St. Anthony (1)	84,000
Hilda Garston (1)	48,000	St. Joseph (3)	72,700
Ida & Joseph (2)	58,100	St. Victoria (4)	121,400
Jane B. (1)	1,000	Sant' Antonio II (1)	6,600
J. B. Junior (2)	163,000	Santa Maria (4)	57,600
Jennie & Lucia (1)	43,000	Santa Rita II (1)	4,800
Josephine F. (3)	16,700	Star of the Sea (1)	36,100
Josephine P. II (1)	23,400	Sunlight (2)	90,200
Leonard & Nancy (1)	41,300	Swallow (2)	191,800
Magellan (4)	44,400	Texas (2)	148,300
Maine (2)	169,500	Thomas D. (3)	97,700
Manuel F. Roderick (3)	11,900	Vagabond (1)	20,000
Margaret Marie (1)	9,800	Wild Duck (1)	74,800
		Winchester (2)	129,200
		Wisconsin (2)	210,500

SEATTLE

Halibut Fleet Fishery

Addington (1)	8,200	Angeles (1)	14,000
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Aid for Shrimpers

(Continued from page 14)

organization's advertising and publicity, reviewed progress of the promotion program during the past year. He reported an increase of 16 percent in shrimp sales during 1955, as compared to 1954.

Herndon Named President

The Texas Shrimp Association elected the following officers: president, Sydney Herndon, Corpus Christi; vice-president, N. A. Hardee, Jr., Brownsville; secretary, John Santos Carinhas, Jr., Brownsville. John J. Faubion, Jr., Port Lavaca banker, was re-elected treasurer.

Directors elected were: Port Lavaca area, John Clegg and Morgan Daniel; Palacios, Carlton Crawford; Rockport-Aransas Pass, Jim Jackson; Corpus Christi, Sydney Herndon; Brownsville-Port Isabel, Sam Snodgrass, Ray Tolson, Sr., John Santos Carinhas, Jr., N. A. Hardee, Jr. Retiring President Norvell Jackson of Rockport is Chairman of the Board.

Rhode Island Fishermen Hampered by Storms

Forced inactivity because of high seas kicked up by the northeaster that whipped Rhode Island last month cost the State's fishermen many thousands of dollars. In Newport, none of that port's 21 draggers put to sea for six days, while at Point Judith 41 boats were idled by the storm.

Galilee fishermen who had been deploring losses of thousands of dollars because of forced inactivity due to the weather, took advantage of brighter skies the middle of January. Eleven boats docked on the 17th with 114,000 pounds of fish, netting them more than \$15,000. The vessels came upon one of the largest schools of butterfish they had encountered, and were able to fill their nets in a short time.

One boat, the *Portugal*, fished 90 minutes in "The Gully", eight hours running time south-southeast of Block Island, and in two hauls boated 15,000 pounds of butterfish, netting the crew approximately \$2,000. Another boat which went out from Newport docked with 28,000 pounds of butterfish, termed by N. Parascandolo and Sons at Perry Wharf as a very good catch, but not a record.

Future Prospects for Oystering Termed Bright

Although the current crop of Narragansett Bay oysters is rapidly nearing depletion, future prospects for the oyster industry in Rhode Island are brighter than they have been for several years, according to J. Richards Nelson, vice-president of the Warren Oyster Co. Mr. Nelson said he based his optimism about the future of the industry on reports of a good set of seed oysters after the spawning season last Summer.

However, the available supply of fully-matured Narragansett Bay oysters is virtually exhausted, and the Warren Oyster Co. is trying to fill part of its orders with oysters being harvested in Long Island Sound and shipped to Warren. Recent inspections have shown that the three-year-old oysters are still small, but it is hoped that they will reach sufficient size to be marketed before the end of the current season on April 30.

The shortage of four- and five-year-old oysters in Narragansett Bay is largely due to hurricane Carol and a heavy windstorm that swept across Long Island Sound in November 1950, destroying approximately 80% of the Warren Oyster Company's supply of seed oysters.

Tallman and Mack to Have Steel Seine Boat

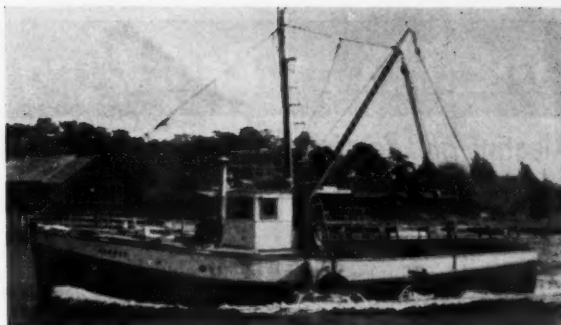
Gladding-Hearn Shipbuilding Corp. of Somerset, Mass. has been commissioned by Tallman and Mack Trap Fish Co. of Newport to design and build a prototype steel seine boat. The boat is intended to replace conventional wooden boats used by the firm for seining operations, and is expected to have many advantages.

The 31'6" x 8'6" x 4'6" hull will have a sunken deck approximately 20" below the gunwale amidships, flush decks at each end, and three watertight compartments which will make the boat completely non-sinkable. The design of the craft will incorporate sufficient stability so that 10 or 12 men can be on one side to haul the heavy net over the rail. Extra care must be taken to keep all surfaces smooth to prevent damage to the nets.

It is anticipated that the steel hull will remain tight with years of hard usage, and that the watertight decks and compartments will mean no lost time from flooded boats when working or towing in heavy seas.

Landings for Ten Months Show Gain

Total landings of fish and shellfish at Rhode Island ports during the first ten months of 1955 amounted to 100.8 million pounds, valued at nearly 4.2 million dollars to the fishermen, for an increase of 10 percent in quantity and 15 percent in value over the same period a year ago.



FIRST COMMERCIAL BOAT TO INSTALL A WHITE AUTOMATIC PILOT

The Gannet, a 38 ft. mackerel fisherman, owned and operated by Jerry Oullette of Hampton Bays, N. Y. "holds a steady course in any sea or wind condition, and a remote control unit permits steering from any position on the boat, including the masthead."

You simply dial your desired course, and the White Automatic Pilot does the rest. For dodging, you have portable remote steering control on a cable. Suitable for boats 20-50 feet in length. 6, 12, 32V D.C. Easy to install. Lowest priced of all automatic pilots.

\$349.50

WILFRID O. WHITE & SONS, INC.

178 Atlantic Ave., Boston 10, Mass. (formerly Kelvin-White Co.)
406 Water St., Baltimore 2, Md.—40 Water St., New York 4, N. Y.
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B.F. Goodrich Cutless Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

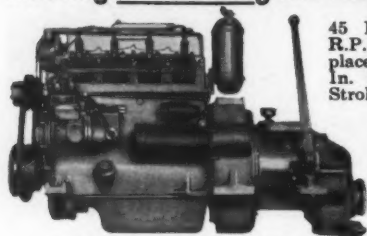
Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.
AKRON 8, OHIO

Engineers and National Distributors

DIESELS by Red Wing

Meeting and Beating the Toughest Conditions



45 H.P. at 2,400
R.P.M. Piston Dis-
placement: 144 Cu.
In. Bore: 3 1/4 In.
Stroke: 3 1/4 In.

- Cuts operating costs in half.
- Safe, dependable, economical

THE LIGHTWEIGHT, LOW COST D4-45

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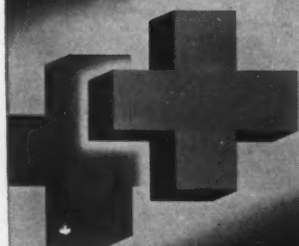
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New Fishing Gear Described

(Continued from page 18)

ment in quality of fish landed in comparison with normal handling procedures. Crushing is claimed to be practically eliminated, and loading and unloading is simplified.

Plans are now under way in cooperation with the Industrial Development Service of the Department of Fisheries to extend the investigation to a halibut vessel having a capacity of 110,000 lbs. of fish.

New Longline Grounds for Cod

New offshore longline grounds for cod were tested commercially during 1955 by two 55' longliners chartered for the purpose by the Newfoundland Fisheries Research Station. These new grounds can be fished profitably by long-lining boats operating out of St. Anthony, a port near the northeastern tip of Newfoundland.

The station's chartered vessels, the *Atlantic Rover* and the *Gertrude and Ronald*, made a number of successful two- to three-day trips during the early Summer of last year, fishing from 35 to 45 miles from St. Anthony. It also was found that the inshore grounds, from August to October, could provide excellent results for long-liners making one-day trips to shoal-water areas two or three miles from shore and seven or eight miles from St. Anthony. The longliners operated there without interfering with the smaller inshore boats which already fish these areas.

Royal Canadian Navy frogmen and underwater television cameras have been spying on the scallop. The frogmen, working with scientists from the Atlantic Biological Station at St. Andrews, N. B., noticed that the scallops, able swimmers, sometimes eluded the heavy drags with which they are harvested. As a result, more efficient catching gear has been developed.

Joint Offshore Salmon Research

Fishery scientists and oceanographers have combined forces in an effort to solve the mysterious whereabouts of the commercially-important salmon in the North Pacific Ocean. Dr. A. W. H. Needler, director of the Pacific Biological Station, said that investigations started in 1955 would serve as a basis for understanding the distribution of salmon on the high seas. He declared that this work by Canada, the United States and Japan was perhaps the greatest co-operative high-seas research operation ever carried out anywhere.

The knowledge to be gained is required by the International North Pacific Fisheries Commission, which is made up of the countries engaged in the survey. The scientists are faced with the problem of determining the distribution of American and Asiatic salmon in the North Pacific so that salmon of various origins can be recognized when caught at sea. The joint exploratory program is to be expanded this year.

Oceanographic data of surface temperatures collected by Canadian and United States vessels last year shows a boundary exists between eastward moving sub-tropical water and the sub-Arctic water. It also was revealed that tuna were found in water warmer than 57 degrees Fahrenheit, while salmon were found in the colder water. This gradient lies between latitude 40 and 45 degrees north and extends from the meridian of 180 degrees west to the American coast where it turns southward.

New Procedures for Guiding Salmon Past Dams

Fishery scientists are working on new procedures aimed at overcoming the growing threat to salmon populations in British Columbia. These threats have resulted from the rapid industrial development of the province, and especially from the demand for water for power, irrigation and other uses.

"There is no prospect in view of preventing altogether the damage caused by dams on salmon rivers, and the work of the scientists must not be interpreted as making

such dams possible without serious loss to the fisheries," commented Dr. Needler.

The most difficult problem is to guide young salmon past obstructions to their downstream migration, according to Dr. Needler. There are two principal aspects to this problem: the guidance of the fish to a by-pass and the design of an opening which they will enter. Lines of research which have shown promise include one based on sight and another based on the salmon's reaction to electric fields.

A new deflector was used in an experiment at the Lakelse River counting fence in British Columbia last year and this, along with electric fields, will, it is hoped, be combined in studies to be carried out this year.

The deflector consists of a moving curtain of quarter-inch-cables suspended vertically in the water and traveling on a continuous belt which turns back at the opening into which the salmon are to be guided. The deflector was so placed as to guide young salmon away from one opening in the Lakelse River fence towards another. The effectiveness of the deflector was assessed by comparing the normal route taken by the young salmon in their seaward migration.

Tests were conducted on different intervals between cables and various rates of travel and were carried out by day and by night, with and without illumination. It was found that the faster the rate and the smaller the interval the greater the deflection. Bright lighting at night provided better deflection than no lighting or the full light of daytime, it was discovered.

Experience has shown that successful guidance is finally dependent on a by-pass which the fish will enter, thus eliminating any accumulation of migrants along the deflector and permitting a continuous downstream movement of the fish. An experimental by-pass built in the Lakelse fence to receive the deflected smolts incorporated a series of cross-reflecting mirrors lining a plywood chute. It was designed to minimize all visual or other cues which might influence the fish.

It was found that with the exception of the approach to the by-pass, which inclined upwards and appeared brighter because of a fill of fresh gravel, schools of sockeye readily moved down the chute and were swept into the trap. Dim light at the entrance was more effective than bright or no lighting when the deflector was floodlit. Coho salmon, which usually swim at a lower level in the water than sockeye, did not enter as readily.

Migrating Behavior of Salmon

The migrating behavior of pink and chum salmon fry shows a pattern of sharp change, Dr. Needler reported. This discovery has an important bearing on any attempt being made to increase salmon production by producing fry under controlled conditions. Fry must be released in a manner which will take into account their migratory behavior and the way in which it changes when schooling takes place.

Dr. Needler said studies conducted by Dr. W. S. Hoar of the University of British Columbia reveal that pink salmon which never have schooled prefer a cover of stones and do not emerge into bright light. Pink salmon fry, once they have schooled, show a strong cover reaction when exposed to a rapid increase in light, but do not seek cover unless the change is abrupt. This change in behavior occurs in 15 minutes or less when the fry school for the first time.

Oceanographic Conditions Affect Fisheries

The forces of nature can replace all the water in the 6,000 square mile area of the Bay of Fundy in 46 to 75 days, it was reported by H. B. Hachey, chief oceanographer of the Canadian Joint Committee on Oceanography. Fishery biologists have found that the replacement processes of the water in the Bay of Fundy have considerable significance in the study of such pelagic fish as the herring. It also has been found that successful commercial crops of scallops are produced in the years when a "closed circulation" prevails in the Bay.

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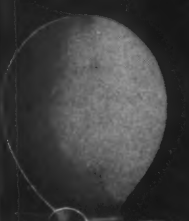
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New Bedford Boats Get Good Prices for Fish and Scallops

The dragger *Stanley Butler*, a high-liner of the New Bedford fleet, sold a catch of 15,800 lbs. of mixed fish for \$5,132 on January 14. Forced to return to port with an injured crewman after only three days of fishing, the dragger was the only vessel to land a catch on that day and the second boat to have put into New Bedford in six days. The only other vessel to land during that time was the *Solveig J.*, which was rewarded with \$7,882 for her 25,500 lbs. of fish.

The *Butler* received top prices of 32.05 cents a pound for 800 lbs. of tile, 24.20 cents a pound for 5,000 lbs. of scup and a price ranging from 32.05 cents to 54.40 cents a pound for 10,000 lbs. of fluke. The average prices of fluke and tile at this time of year are approximately 20 cents a pound lower than the amount paid the *Butler*.

The scalloper *Bobby and Harvey* sold 5,500 lbs. of scallops January 19 for 73.05 cents a pound. It was the first time that the 70-cent mark has been passed since August 1955. The vessel fished 12 days for her catch.

Landings for Year Show Big Gain

The port of New Bedford was first on the Atlantic Coast and third place in the nation in total value of fish landings in 1955. It also was the only one of the nation's five leading fishing centers to gain financially in 1955.

The total valuation was \$12,272,300, as compared with \$10,299,700 during the previous year. Production of fish and scallops increased by 1,198,000 lbs., and New Bedford retained its position as the number one scallop port in the world.

Re-elected Union Secretary-Treasurer

Victor J. Turpin of New Bedford has been re-elected secretary-treasurer of the Atlantic Fishermen's Union. He won by a narrow 19-vote margin over Patrick J. McHugh of Boston. Turpin, Union port agent in New Bedford for two years won an upset victory when he defeated McHugh last year.

Nantucket Lightship Moved

The Nantucket Lightship weighed anchor January 3 and moved to a new position 8½ miles from her former station. The lightship is now some 60 miles due south of Nantucket Island. The reason for the move, the first in two years, was the rough water at the old anchorage.

"Kingfisher" Hauled for Repairs

The *Kingfisher*, owned by Leif Mikalson, has been hauled out at D. N. Kelley & Son, Inc. Marine Railways, Fairhaven, for extensive repairs. All of her iron sheathing on the hull and bulwarks was renewed and her topsides and bottom were painted with International paint.

Peirce & Kilburn Yard Sold

The sale of the Peirce & Kilburn boatyard in Fairhaven to Bradford C. Terry of Fairhaven and William K. Russell of South Dartmouth has been announced. In recent years the yard, which has been engaged in refitting and repairs to fishing vessels, as well as marine engine sales and service, has been operated by Peirce & Kilburn Corp., of which Daniel J. Boylan of Boston was president. Mr. Terry has served as general manager of the concern since 1938.

The Woods Hole Oceanographic Institute research vessel *Bear* was on the ways recently at Peirce and Kilburn's where she was refitted for an expedition in southern waters. The vessel's bottom was treated with a special anti-fouling paint, manufactured by the George Kirby Jr. Paint Co. The *Bear* was scheduled to leave for Bermuda waters, then for St. Thomas, Virgin Island.

Georgia Bills Concern Crabs And Licenses for Fishermen

Two bills have been introduced in the Legislature affecting fishing in Georgia coastal waters, one providing for the conservation of crabs and the other concerning licenses for commercial fishermen. The Chatham County delegation introduced the measure relative to crabs, which the legislators claim will preserve the crab supply in Georgia waters.

As this area engages more extensively in the crab business than any other in the State, it is expected the Glynn and McIntosh County delegations will make a study of the bill and decide whether or not Chatham County should control the crab industry in the State.

The other measure is to provide that the exemption of commercial fishermen from business license provisions shall apply to fish caught by commercial fishermen, and not to fish bought for resale by commercial fishermen.

New Corporation to Operate Brunswick Freezer

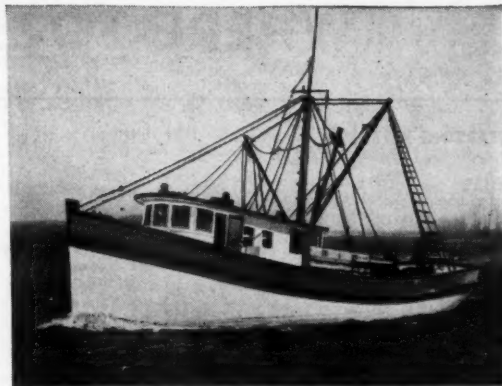
Announcement was made last month that the Brunswick Quick Freezer, Inc. has purchased all of the property of what had previously been known as the Brunswick Quick Freezer and Crab Plant. This plant, which was established in 1946, had been owned and operated by Sam L. Lewis and his wife, Mrs. Lillie B. Lewis. A new organization now has been formed, and it will be operated by the Corporation, which Mr. Lewis will head.

The plant deals in shrimp and crab meat products under the names of Georgia Golden Shore Brand, Shrimp Boat Brand, and Flying Jib Brand. The Corporation is considering an addition of 25,000 feet of floor space to the present 55,000 feet, which when completed, will be one of the largest operations of its kind. This addition would be used mostly for the production of new products. The major item would be a shellfish dinner for two, crab au gratin, deviled crabs and crab patties. Special efforts will be put forth to revive diamondback terrapin stew.

Big Demand for Shrimp Soup

The nation is taking to shrimp soup to such a degree that the Jekyll Island Packing Co. of Brunswick, one of the largest shrimp processors in the world, has received a rush order for a quarter-million pounds of soup shrimp. The plant has been employing between 275 and 300, but more employees will be needed to meet the increasing demand for shrimp.

Campbell Soup Co. introduced frozen cream of shrimp soup about two years ago, and Jekyll Island is one of the principal suppliers of the shrimp used in this soup, shipping to canning plants in California, Chicago and New Jersey. Shrimp for soup must be completely free of shell and vein, and the job is more meticulous than when the shrimp are destined for other uses.



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FOREIGN BAILINGS

PINK HERRING DRIFT NET is to be tried by British Herring Industry Board. The new net, a standard-type drift net apart from its pink color, is the result of experiments which have been carried out by the Japanese, who claim to have discovered that pink is the only color invisible to fish underwater.

TRAWLER COST STUDIES have been made on 12 Norwegian trawlers by Directorate of Fisheries from data supplied by shipowners. Average value of catch by 12 trawlers fishing continuously in the year 1954 was about \$167,997. Proceeds from gross earnings per vessel were divided approximately 56.6 percent to shipowners and 43.4 percent to crews of fishing vessels. The crew's share of the average annual value amounted to an annual income per man of \$2,520.

FISHING CRAFT INSPECTION was discussed by Canadian fishing interests and Board of Steamship Inspection at a recent conference in Ottawa. Special regulations concerning fishing vessels of more than 80' in length are being drawn up because application of cargo vessel standards to fishing craft was found to be impracticable. The regulations concern inspection of vessels before and after launching, approval of plans, machinery, life-saving and fire-extinguishing equipment.

TURBINE-DRIVEN TRAWLER, which is first in world, is now being tested in West Germany. Profit considerations led to building of this 193' turbine trawler. Apart from this, the unit requires less space. The single housing turbine develops, at its highest point, 1,000 hp., allowing a speed of approximately 13.5 knots.

B. C. SOCKEYE CATCH in 1955 was smallest in 10 years. At same time, last season saw greatest number of fishermen ever to compete for this species.

FACTORY TRAWLER "HAVK-VERN," first of its type, departed from Norway on first herring trip to North Sea in December, 1955. The 165' vessel was built in Germany, and has a reduction capacity of 50 tons of raw herring per 24 hours. This new experimental ship will operate both as a trawler and a floating reduction plant for fish meal and fish oil.

NEWFOUNDLAND FISH CATCH in 1955 totalled 545,000,000 pounds, valued at \$13,200,000. This was 62,000,000 pounds and \$1,500,000 under 1954 catch.

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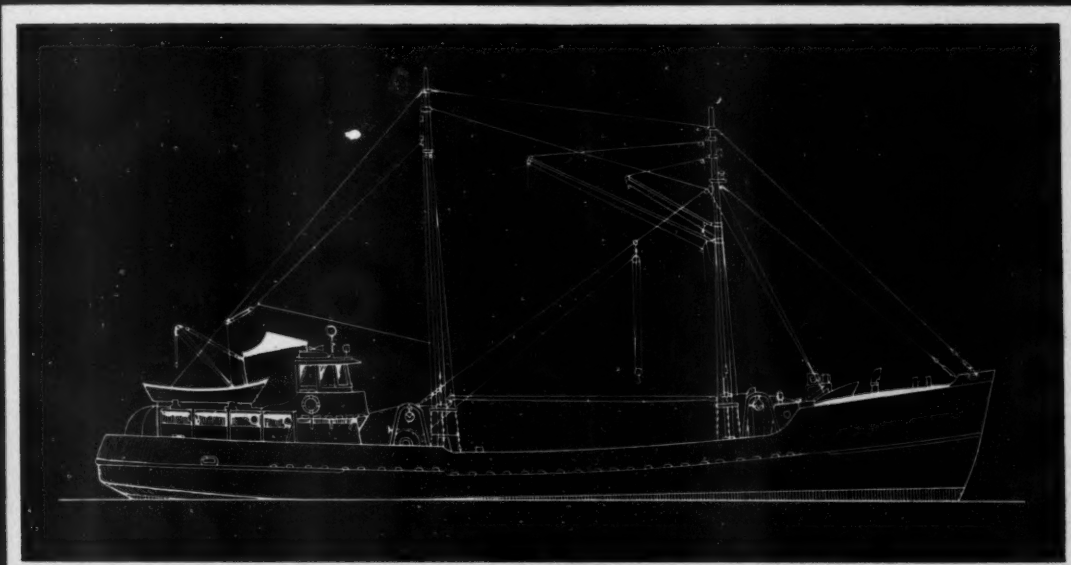
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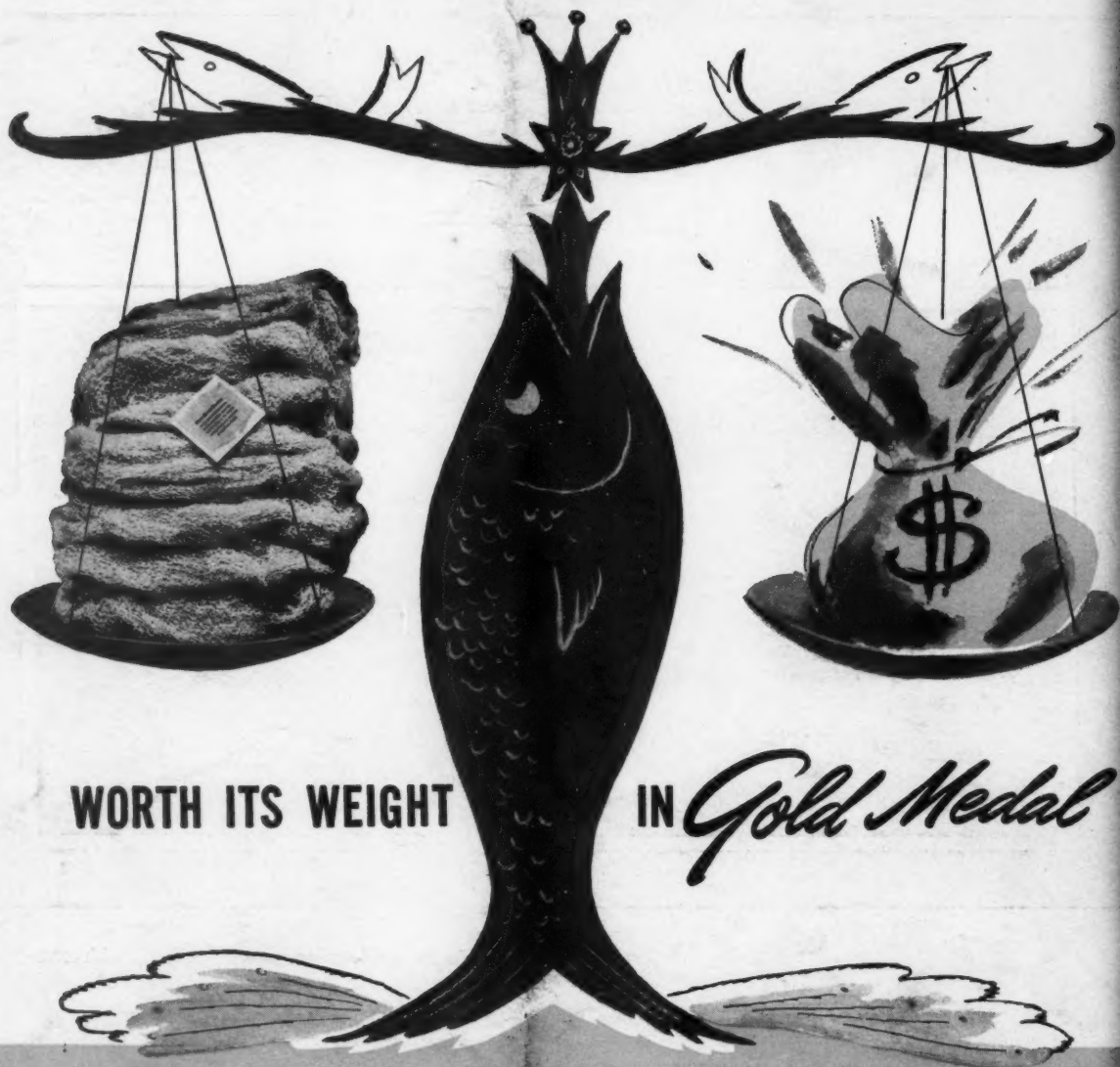
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